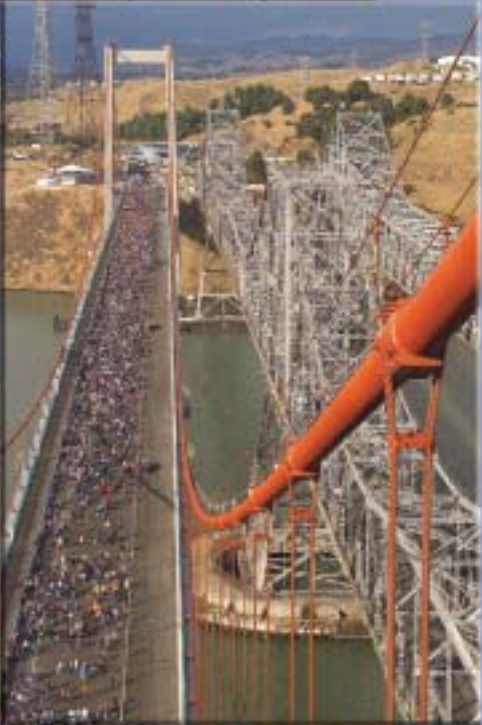


**ANNUAL REPORT TO THE
SAN FRANCISCO BAY AREA STATE LEGISLATIVE DELEGATION**
FEBRUARY 2004



METROPOLITAN
TRANSPORTATION
COMMISSION





**METROPOLITAN
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To Our State Legislators:

The Metropolitan Transportation Commission is pleased to transmit this report summarizing our legislative priorities for 2004. Despite the current budget crisis, transportation remains a top priority for the people of the San Francisco Bay Area. Building road and transit projects also can help return the region to economic health by creating jobs. We have attempted through these pages to explain the impact of proposed state spending cuts on Bay Area transportation programs and projects, and offer solutions to keep California and our region moving.

Along with recommendations for addressing the state's budget crisis with respect to transportation, our report also features county-by-county highlights of pending projects that are in jeopardy. We also have summarized some of our regional transportation initiatives aimed at making better use of our existing transportation resources, including MTC's Transportation for Livable Communities program, our new 511 traveler information telephone number, and the TransLink® universal transit ticket that will begin regionwide roll-out later this year.

We appreciate your interest and help in the transportation arena, and look forward to working with you and your staff in the coming months. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

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Sincerely,

Steve Kinsey
Chair

Annual Report to the San Francisco Bay Area State Legislative Delegation

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Published by the Metropolitan Transportation Commission
Legislation and Public Affairs Section

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Contents

Executive Summary **1**

Transportation Investment: It's Part of the Solution...Not the Problem **3**

MTC's 2004 State Legislative Priorities **4**

Governor's Proposed Budget Cuts **6**

Regional Measure 2: An Opportunity for Traffic Relief **11**

Bay Area Transportation: A Brighter Future Through Better Planning **15**

Transportation 2030 Plan **16**

Resolution 3434: The Bay Area's Vision for Transit Expansion **18**

System Management **20**

Smart Growth Initiatives **22**

Equitable Access to Transportation **24**

Projects and Programs by County **27**

Alameda **28**

Contra Costa **30**

Marin **32**

Napa **34**

San Francisco **36**

San Mateo **38**

Santa Clara **40**

Solano **42**

Sonoma **44**

Bay Area Partnership Board and MTC Advisory Committees **46**

Executive Summary

MTC's 2004 State Legislative Priorities

Proposition 42 Suspension Jeopardizes Transportation Projects and Jobs (pp. 3-7)

Transportation investments are key to creating jobs and revitalizing the California economy. Proposition 42, approved overwhelmingly by voters in 2002, was intended to provide some \$1 billion annually for critical transportation projects and programs. Suspension of Proposition 42 for budgetary reasons jeopardizes the Traffic Congestion Relief Program (TCRP) and the State Transportation Improvement Program. MTC urges the Legislature to:

- Reject the governor's mid-year budget reduction proposal to transfer the \$189 million allocated to Proposition 42's TCRP to the General Fund.
- Oppose the governor's plan to suspend Proposition 42 and eliminate the TCRP, and ensure that adequate funds are provided in FY 2004–05 to meet cash flow needs.
- Strengthen provisions in Proposition 42 so that it cannot be routinely suspended after the current General Fund budget situation is stabilized.

Increase State Transportation Revenues (p. 8)

Congestion and poor roads are taxing the patience of Bay Area residents. California ranks dead last among the 50 states in per capita spending on highways. Above and beyond the immediate transportation funding crisis, it is time to increase the state's investment in transportation infrastructure. Since it was last increased in 1990, California's gasoline tax has lost 25 percent of its value to inflation. MTC urges the Legislature to:

- Increase the state's gasoline tax or, at a minimum, index it to inflation.

Support Local Funding Options (pp. 8-9)

- Support a statewide initiative to restore a simple majority vote for local transportation taxes.
- Support AB 1065 (Longville) to allow counties the option of asking voters to double Transportation Development Act funds for public transit by passing a .25 percent sales tax increase.

Promote Innovative HOT Lanes (p. 9)

- Authorize high-occupancy toll (HOT) lane demonstration projects in the Bay Area.

Advance Bicycle and Pedestrian Safety (p. 9)

- Support SB 1087 (Soto) and AB 775 (Parra) to extend the Safe Routes to Schools program.

Promote Progress on Air Quality (p. 10)

- Support episodic controls to meet federal ozone standards.
- Retrofit heavy-duty trucks to reduce airborne particulates.

Improve Regional Planning (p. 10)

- Support strategies adopted by MTC and the Association of Bay Area Governments to strengthen regional planning to better link transportation and land-use decisions.

Support Transit-Oriented Development (p. 10)

- Support California Environmental Quality Act reform strategies to encourage development around transit hubs.

Regional Measure 2: An Opportunity for Traffic Relief (p. 11)

- Support Regional Measure 2 on the March 2004 ballot.

A Brighter Future Through Better Planning (pp. 15-25)

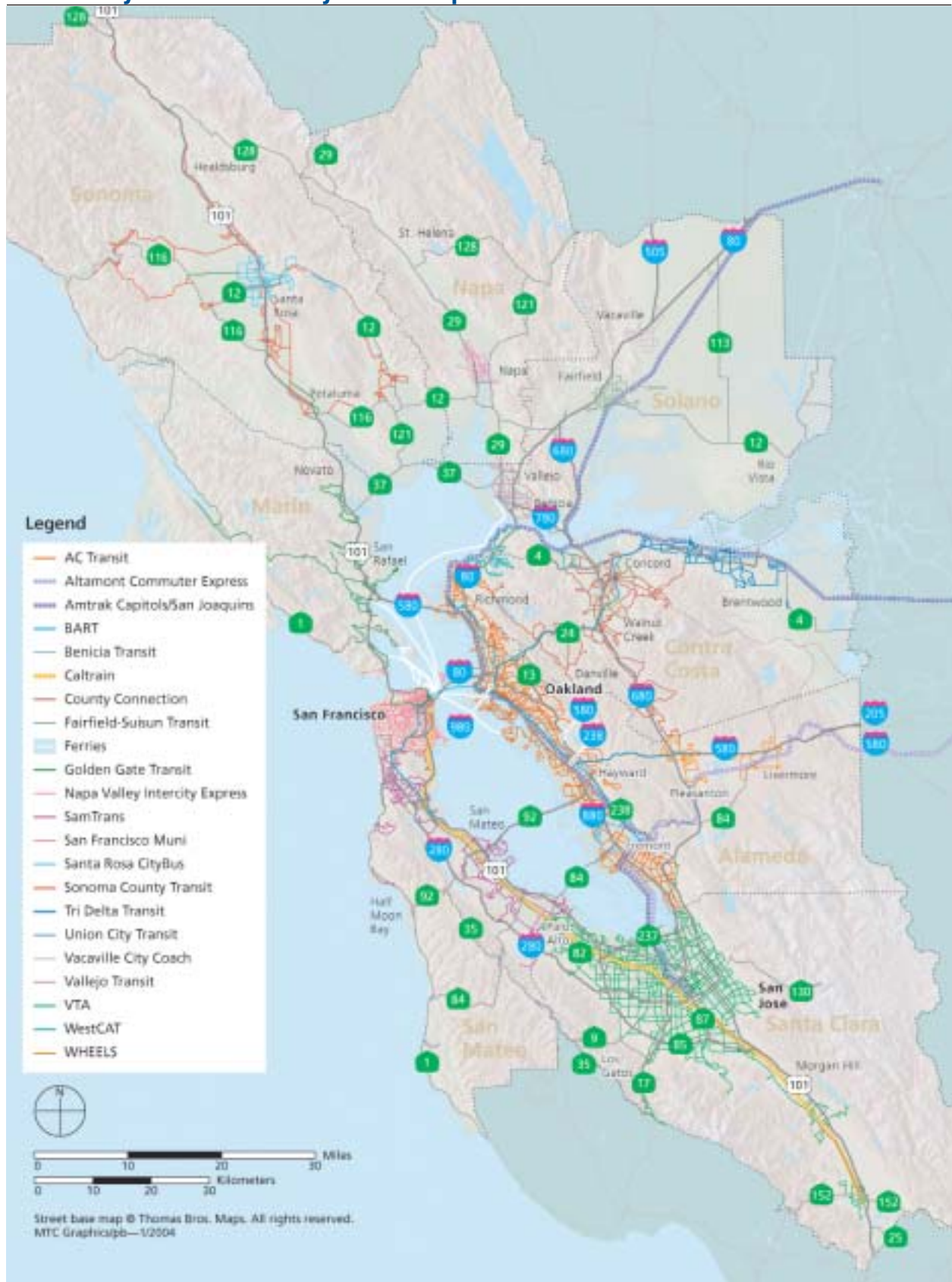
Transcending the short-term obstacles created by current budget constraints, the Bay Area's transportation policies, plans and programs are guided by a long-term vision of improved mobility, equitable access, enhanced livability and economic vitality.

Projects and Programs by County (pp. 27-45)

County maps highlight at-risk transportation projects slated for funding under the TCRP and the State Transportation Improvement Program.

Bay Area Partnership Board and MTC Advisory Committees (p. 46)

Nine-County San Francisco Bay Area Transportation Network



Note: Dark gray lines indicate highways; the colored lines illustrate the Bay Area's extensive public transit network with its numerous operators.

Transportation Investment: It's Part of The Solution...Not the Problem

Job creation and economic growth are key to California's fiscal recovery, and transportation investments are a powerful economic stimulus. Over 26,000 California jobs and \$3.6 billion in economic activity are created for each billion dollars California invests in transportation infrastructure.

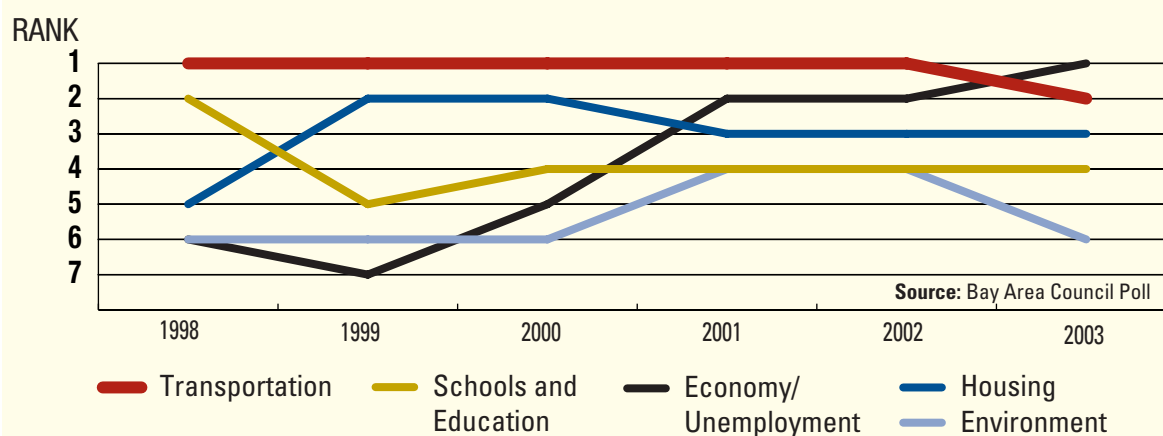
Transportation Remains a Top Priority of Bay Area Residents

California voters in 2002 overwhelmingly supported additional transportation investment when they approved Proposition 42 by almost 70 percent. Despite the desire for solutions to our transportation problems, recent stopgap efforts to plug the gaping deficit in the state's General Fund have decimated California's transportation system, with drastic transit service cuts and lengthy delays — even outright cancellations — for critical highway and transit projects.

Ignoring the Problem Will Only Worsen the State's Economic Crisis

- California has three of the five most congested urban areas in the nation. The San Francisco-Oakland area ranks just behind Los Angeles at the top of the list. San Jose is tied with Sacramento and Bakersfield at fifteenth. Congestion costs every Bay Area resident hundreds of dollars each year in extra fuel expenses, wasted time and lost productivity.
- Over the last two years, many Bay Area transit operators — including AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni, Central Contra Costa Transit and the Valley Transportation Authority — have either raised fares, cut service, laid off workers or all of the above.
- Steps must be taken immediately to address the region's crumbling streets and roads. Pavement conditions are deteriorating around the Bay Area and the region faces a massive \$6.5 billion shortfall in local street and road repair funds over the next 25 years.

Transportation Consistently Ranks at or Near the Top of Bay Area Residents' Concerns



MTC's 2004 State Legislative Priorities

► Proposition 42 Suspended Before It Could Deliver

Proposition 42, which passed with 69 percent of the vote in March 2002, permanently dedicated gasoline sales tax revenues to transportation. The measure was the first increase in statewide funding for transportation since Proposition 111 raised the state gasoline tax in 1990. The Legislature and the voters recognized the time had come to reinvest in transportation infrastructure, and taxes paid at the pump should be used for transportation purposes.

Proposition 42 is supposed to provide over \$1 billion annually to transportation, of which \$678 million is identified for the Traffic Congestion Relief Program (TCRP), a list of 141 statewide priority projects. TCRP funding for these projects is available only through 2008. (Bay Area projects are listed on pages 12-14.) The remainder of Proposition 42 funding is divided as follows: 40 percent to the State Transportation Improvement Program (STIP), 40 percent to local streets and roads, and 20 percent to the state Public Transportation Account. Faced with the General Fund crisis over the last several years, however, the governor and the Legislature took advantage of a provision in Proposition 42 that allows for its suspension under certain circumstances.

Recent Transportation Loans and Scheduled Repayments (in millions of \$)

Year	2001-02	2002-03	2003-04 ¹	2005-06	2006-07	2007-08	2008-09	Total Owed
General Fund Loans								
From Prop. 42	\$238	\$1,145	\$856	\$1,383			\$856	\$2,239
Total Prop. 42 Loans								-\$2,239
To Traffic Congestion Relief Fund (Prop. 42)								
From SHA	\$41	\$534	\$100		\$477			\$477 ²
From PTA	\$180	\$95				\$275		\$275
SHA to Streets & Roads (Prop. 42)								
From SHA	\$143	\$145			\$143	\$145		\$288
Total SHA and PTA Loans								-\$1,038

Notes: PTA - Public Transportation Account; SHA - State Highway Account;

Red numbers indicate loans outstanding, black numbers indicate scheduled repayments

¹ Table only shows loans through FY 2003-04. Additional loans are proposed for FY 2004-05

² The SHA loaned the Traffic Congestion Relief Fund \$2 million in FY 2000-01

As shown above, the General Fund has borrowed \$2.2 billion in funds that the voters dedicated to transportation purposes. State budget trailer language promises the repayment of \$1.4 billion of this outstanding balance by FY 2005-06, while the remaining \$856 million is due in FY 2008-09. In past recessions, however, transportation loans have been repaid (if at all) at a much slower rate than originally promised. In addition to the loans made to the General Fund from Proposition 42, the Legislature has backfilled those loans with other loans from transportation funds totalling \$1 billion. Despite promises in trailer bill language that these loans would “not delay the delivery of transportation projects,” that is exactly what is happening. The governor’s budget proposes an additional \$1.1 billion Proposition 42 suspension in FY 2004-05, as discussed in detail on page 6.

➤ STIP Funds Frozen Due to Loans And Lack of New Revenue

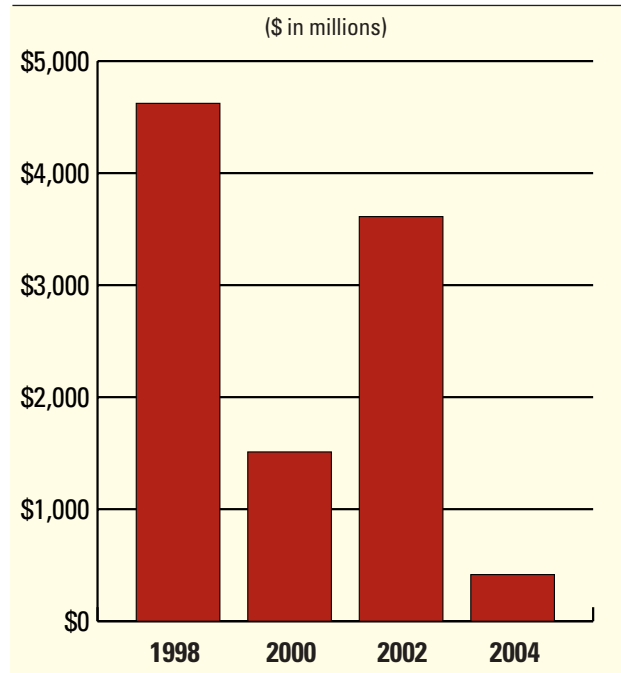
The suspension of Proposition 42 has had major ripple effects on the State Transportation Improvement Program (STIP) — the state's core program for funding new transportation infrastructure. The Legislature has borrowed almost \$800 million from the State Highway Account and \$275 million from the Public Transportation Account to hold the Traffic Congestion Relief Program (a key Proposition 42 program) together. This fiscal shell game has decimated the STIP, which is proposed to have just \$416 million for new projects in the 2004 STIP, compared to \$4.6 billion in 1998.

➤ California Transportation Commission: Billions of Dollars In Project Delays

Billions of dollars in needed and promised transportation projects have been stopped in their tracks or delayed for years. According to the California Transportation Commission, \$5.4 billion in projects will be delayed by two years or more, and no new projects will be added to the STIP for five years. By December 2003, there were over \$600 million in STIP and State Highway Operations and Protection Program projects held back for lack of funds. By June 2004, that figure could climb to \$1.6 billion.

Delays translate into lost jobs and lost revenues to the local and state economy. The chart below includes some of the key Bay Area STIP projects that are stopped in their tracks.

The 2004 STIP Shortchanges California's Future



Budget Decisions Have Forced Project Delays

Project	County	Funding Delay
BART Seismic Analysis, Downtown Stations	San Francisco	5 years
U.S. Highway 101 Auxiliary Lanes (Near Marsh Road)	San Mateo	5 years
State Route 92 Slow-vehicle Lane (between SR 35 and Interstate 280)	San Mateo	4 years
Interstate 680 Sunol Grade, Southbound Carpool Lane	Alameda and Santa Clara	4 years
Richmond and Pittsburg/Bay Point BART Station and Terminal Improvements	Contra Costa	4 years
Numerous Bicycle/Pedestrian/Transit Safety Improvements	San Francisco	4 years
State Route 84, Four-lane Expressway in Fremont (New Alignment)	Alameda	3 years
Jepson Parkway (Interstate 80 Reliever Route)	Solano	2 years
Interstate 80 Carpool Lane Gap Closure	Contra Costa	2 years
U.S. Highway 101 Carpool Lane Gap Closure (San Rafael)	Marin	2 years
U.S. Highway 101 Carpool Lane (Rohnert Park to Santa Rosa)	Sonoma	2 years
Vallejo Intermodal Terminal	Solano	2 years
State Route 4 East Widening (Pittsburg)	Contra Costa	2 years

Governor's Proposed Budget Cuts

Governor Schwarzenegger, in his spending plan for FY 2004–05, is proposing to suspend — not borrow from — Proposition 42 funding, while also transferring funds from the State Highway Account (SHA), Public Transportation Account (PTA) and Traffic Congestion Relief Fund (TCRF) to the General Fund in the current year. In total, the proposal would shift \$2.1 billion to the General Fund over two years.

FY 2003–04 (Midyear Cut Proposals)

For FY 2003–04, the budget includes proposals to undo a number of current budget provisions that would have an immediate negative impact on projects, including:

- Transferring \$189 million from TCRF to the General Fund. This money is needed to pay for ongoing contracts. The proposed midyear cuts would leave only \$296 million in the TCRF for the entire year, despite estimated reimbursement needs of \$495 million for projects that already have received an allocation from the California Transportation Commission.
- Eliminating the statutory commitment to the Traffic Congestion Relief Program.
- Shifting \$606 million in transportation funds to bail out the General Fund (\$406 million to reimburse the General Fund for debt service on bonds, and \$200 million as a loan to the General Fund to be repaid in 2007).
- Transferring \$90.4 million of PTA revenues to the General Fund.

FY 2004–05 (Budget Year)

The proposed FY 2004–05 budget would suspend Proposition 42 for the second year in a row, generating an estimated \$1.1 billion in revenues for the General Fund. It also includes a proposal for GARVEE bonds issued against future gas tax revenues — \$800 million in FY 2003–04 — and another \$800 million for allocation from bonds issued in FY 2004–05. In other words, the budget proposal diverts transportation revenue to the General Fund and drives the transportation program even deeper into debt by borrowing from future federal gas tax proceeds.

Other proposals include:

- \$47.2 million transfer from the PTA to the General Fund.
- \$80.8 million transfer of TCRF funds to SHA.

While it may be tempting to redirect transportation funds to the General Fund, these proposals will in fact slow down California's economic recovery, eliminate jobs and, in the long run, cost the state a lot more than they save.

Solutions:

- Reject the governor's proposal to eliminate the TCRP. The 37 TCRP projects in the Bay Area are critical to our economic recovery and will generate some 284,000 jobs in California. These projects were promised to voters in 2002, and that promise should be kept.
- Strengthen the provisions of Proposition 42 so that it cannot be routinely suspended after the current General Fund budget situation is stabilized.
- Reject Governor Schwarzenegger's proposal to transfer the \$189 million allocated to the TCRP projects in FY 2003–04 to the General Fund. This proposal will result in contract termination fees and job losses for projects already under construction, and significantly higher overall project costs.

Bay Area Impacts of Governor's Proposed Funding Cuts, Fiscal Year 2004–05:

Summary	FY 2003–04 (enacted)	FY 2004–05 (proposed)
Streets and Roads	\$37,559,085	\$36,111,412
State Transit Assistance (STA)	\$17,583,596	\$16,860,907
Total Proposed Local Loss to Bay Area	\$55,142,682	\$52,972,319
Summary of Funding Cuts for Cities and Counties		
For Streets and Roads	FY 2003–04	FY 2004–05
Share for County of Alameda	\$2,917,852	\$2,805,386
Total for Cities in Alameda County	\$4,472,350	\$4,299,969
Share for County of Contra Costa	\$2,366,280	\$2,275,074
Total for Cities in Contra Costa County	\$2,760,328	\$2,653,934
Share for County of Marin	\$810,386	\$779,150
Total for Cities in Marin County	\$597,198	\$574,179
Share for County of Napa	\$594,727	\$571,804
Total for Cities in Napa County	\$334,841	\$321,935
Share for County of San Francisco	\$1,625,701	\$1,563,040
Total for Cities in San Francisco County	\$2,608,734	\$2,508,183
Share for County of San Mateo	\$1,737,996	\$1,671,007
Total for Cities in San Mateo County	\$2,152,683	\$2,069,710
Share for County of Santa Clara	\$3,680,497	\$3,538,636
Total for Cities in Santa Clara County	\$5,371,780	\$5,164,731
Share for County of Solano	\$1,176,572	\$1,131,222
Total for Cities in Solano County	\$1,292,750	\$1,242,923
Share for County of Sonoma	\$2,001,785	\$1,924,629
Total for Cities in Sonoma County	\$1,056,626	\$1,015,900
Total Loss for Cities and Counties	\$37,559,085	\$36,111,412
State Transit Assistance (STA)	FY 2003–04	FY 2004–05
AC Transit	\$1,655,992	\$1,587,931
BART	\$3,055,728	\$2,930,137
Caltrain	\$580,042	\$556,202
CCCTA (County Connection)	\$77,287	\$74,111
Golden Gate Transit	\$605,495	\$580,609
SamTrans	\$625,668	\$599,953
San Francisco Muni	\$4,373,652	\$4,193,894
Santa Clara VTA	\$1,820,617	\$1,745,789
Other Transit Agencies/Programs ¹	\$4,789,115	\$4,592,281
Total State Transit Assistance Loss	\$17,583,596	\$16,860,907

¹ Includes State Transit Assistance funds for LAVTA, Union City, Tri Delta, WestCAT, county of Sonoma, and cities of Benicia, Cloverdale, Dixon, Fairfield, Healdsburg, Napa, Santa Rosa, Vallejo and Yountville, and population-based funds for regional express bus service

► It's Time to Talk About New Revenues

Above and beyond the immediate crisis that has been triggered by the suspension of Proposition 42 and the loans that followed, it is long past time for the Legislature to increase the state gasoline tax. After a decade of neglect, California now ranks dead last among the 50 states in per capita spending on highways.

At the very least, the state gas tax should be indexed to inflation — as it is in 11 other states — to prevent the continued erosion of its purchasing power over time. Since it was last raised in 1990 from 9 cents per gallon to 18 cents per gallon, the gasoline tax has lost 25 percent of its value due to inflation. Today, California's gas tax rate is lower than that of 36 other states, and is below the national average of 20.4 cents per gallon. With

almost 17 billion gallons of gasoline and diesel fuel consumed annually, even a 2-cent increase would generate approximately \$340 million per year in new transportation funding statewide. For the average California motorist, however, a 2-cent gas tax increase would amount to only \$9 per year.

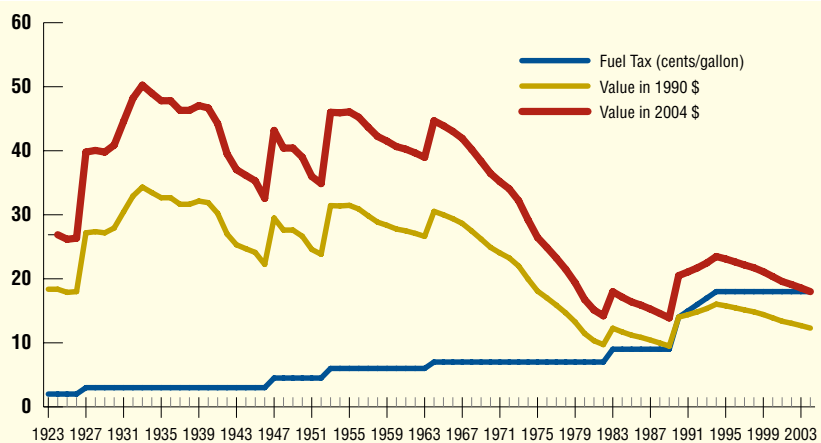
Solution: Increase the state's gasoline tax or, at a minimum, index it to inflation.

► Help Local Governments Raise Funds for Local Needs

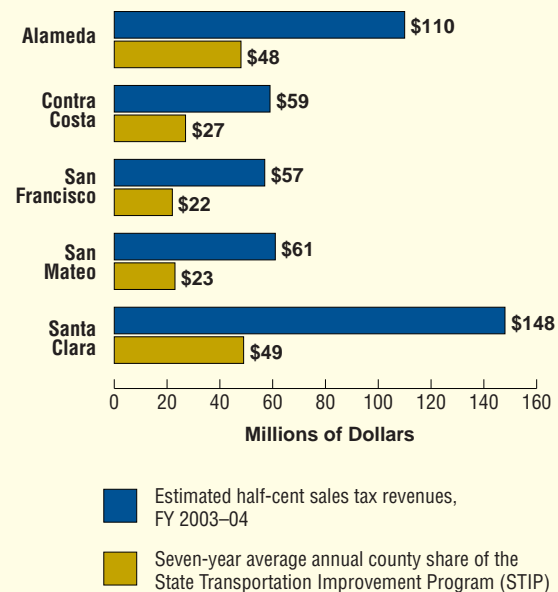
Since 1984, local sales taxes have played a critical role in transportation finance. Currently, 18 counties representing 85 percent of the state's population have passed local sales taxes. Of these, 11 face reauthorization within the next 10 years under the two-thirds approval margin mandated by Proposition 218. Local transportation taxes are a critical source of funding for highway, local road and transit projects. Given the reluctance of the state to raise state transportation revenues, local transportation taxes increasingly are the only means for funding much-needed improvements. In the Bay Area, Marin, Sonoma and, most recently, Solano County, all have failed to enact sales taxes by a two-thirds margin. Efforts to pass a regional gas tax also are stymied by the two-thirds voter approval requirement.

Solution: Support a statewide initiative to restore a simple majority vote for local transportation taxes.

California's Fuel Tax Loses Value



Bay Area Sales Taxes Outstrip the STIP



➤ Support AB 1065 for Local Transit Options

Local governments also need more flexibility to fund transit operations. While Bay Area transit has expanded dramatically over the last 30 years, including new BART, bus and light-rail service, no corresponding operating funds have materialized. During the recent recession, Bay Area transit agencies have been forced to raise fares and cut service substantially. MTC's long-range plan projects a transit operating shortfall totaling \$1.6 billion over 25 years that will need to be addressed with similar fare and service changes absent a new source of operating funds.

Solution: MTC supports AB 1065 (Longville) to allow counties the option of asking voters to double Transportation Development Act (TDA) funds, by passing a 0.25 percent sales tax increase.

➤ Promote Innovative Solutions

A high-occupancy toll (HOT) lane, also known as a "smart carpool lane," permits drivers of single-occupant vehicles to use the carpool lane for a fee, which typically fluctuates by time of day or level of congestion to ensure that the lane delivers a time-savings benefit. HOT lanes are currently operating successfully in San Diego and Orange counties. The Alameda County Congestion Management Agency is expected to pursue implementation of a HOT lane on a 14-mile portion of Interstate 680 known as the Sunol Grade. The Valley

Transportation Authority in Santa Clara County also has indicated an interest in this project as well as studying the feasibility of HOT lanes in its own service area. MTC supports legislation that would permit HOT lanes in the San Francisco Bay Area and also ensure that revenues generated by these projects are equitably distributed to benefit travelers in the priced corridors.



I-15 express lanes in San Diego County during the p.m. commute

Solution: Authorize high-occupancy toll (HOT) lane demonstration projects in the Bay Area.

➤ Advance Bicycle and Pedestrian Safety

The Safe Routes to Schools program expires at the end of 2004. MTC will support efforts to permanently extend this funding source, which provides about \$22 million annually statewide for infrastructure projects that promote safety around schools (sidewalks, bike lanes, pathways, traffic calming, etc.). SB 1087 (Soto) and AB 775 (Parra) have been introduced to remove or extend, respectively, the statutory sunset on this program.

Solution: Make the Safe Routes to Schools program permanent.

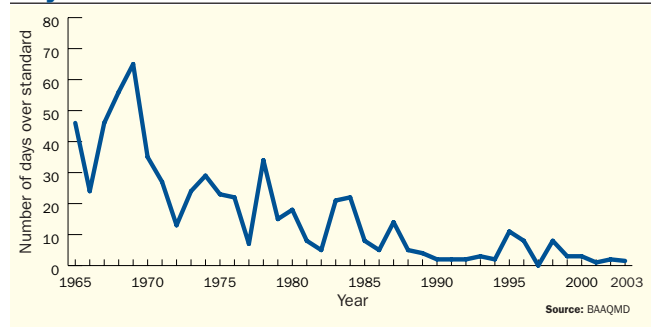
► Air Quality: Making Real Progress

The Bay Area has some of the cleanest skies in metropolitan America, and is among the cleanest urban air basins in California for ozone (a precursor to “smog”). While we recently attained the “one-hour” federal standard for ozone, the region does not meet the federal government’s newer, tougher “eight-hour” ozone requirement or the state’s more stringent “one-hour” standard. MTC supports efforts to achieve air quality standards with the use of focused and specific strategies to reduce emissions on those relatively few days (an average of six or seven annually in many areas) when violations of air quality standards are likely. Such measures, called episodic controls, could include:

- extra speed enforcement on Bay Area freeways;
- limiting the use of 1981 or older vehicles; and
- allowing public agencies to require telecommuting, among other strategies.

Solution: Support episodic controls to meet federal and state ozone standards.

Bay Area Ozone Trends



Particulate matter from diesel exhaust is a major health hazard, and much of it comes from large trucks and off-road construction equipment. In 2007, diesel engine manufacturers will be required to produce considerably cleaner engines. However, diesel engines are quite durable, ensuring that the existing dirtier engines will be around for many years. To continue progress in meeting state and federal clean air requirements, MTC supports efforts to identify a new industry-related tax or fee for assisting truck owners to re-power or clean up existing engines.

Solution: Retrofit heavy-duty trucks to reduce airborne particulates.

► Improve Regional Planning

A task force of board members representing the Association of Bay Area Governments (ABAG) and MTC has been meeting since June 2003 to explore options for improving the effectiveness of the two agencies in working to advance regional interests in the transportation and land-use arena. Options under consideration ranged from closer collaboration under existing institutional arrangements to a merger of the two agencies. At its December 2003 meeting, the task force recommended that the two agencies form a permanent joint policy committee consisting of representatives from both boards. The joint committee would oversee regional efforts to implement smart growth strategies and better coordinate the planning activities of the two agencies. The task force’s recommendations are slated for approval by both agencies in early 2004.

Solution: We urge Bay Area legislators to support the MTC-ABAG strategies to strengthen regional transportation and land-use integration.

► Smart Growth: Fortifying the Transportation/Land-use Connection

The League of California Cities is pursuing reforms to the California Environmental Quality Act (CEQA) that will encourage new housing and other types of infill development. MTC is working with ABAG and other interests to support these types of efforts to eliminate barriers to infill development around transit stations.

Solution: Support reform strategies that encourage development around transit stations and corridors.

Regional Measure 2: An Opportunity for Traffic Relief

Thanks to legislative leadership in 2003, Bay Area voters can take their commute frustration into the voting booth and produce some much-needed traffic relief. SB 916 by Senator Don Perata will appear on the March 2, 2004 ballot as Regional Measure 2. This proposal would fund a number of projects — collectively known as the Regional Traffic Relief Plan — in the counties of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano using a one-dollar toll increase on the Bay Area's seven state-owned bridges.

The plan includes 36 individual transit and traffic bottleneck relief projects totaling \$1.5 billion, as well as funding to operate new and more frequent transit service. Most of the projects funded by the measure are already included in the region's existing plans; the new funding will bring them from the long-range planning stage to reality.

It has been more than 15 years since Bay Area voters were asked to increase tolls on Bay Area toll bridges for new transit and highway improvements. In 1988, Bay Area residents voted by a margin of almost 70 percent to standardize all tolls on the region's state-owned bridges at one dollar and to use the new revenues to fund a host of bridge and mass transit improvements. Since then, MTC has worked with Caltrans and Bay Area transit operators to put those toll dollars to work in delivering an expansion of the San Mateo-Hayward bridge, a new suspension bridge over the Carquinez Strait, and BART extensions to Pittsburg/Bay Point, Dublin/Pleasanton and the San Francisco International Airport.

Regional Measure 2 has three primary goals: (1) new transit options, (2) traffic bottleneck relief and (3) seamless and safe transit connections. New travel options funded by RM 2 include:

- BART extensions to Warm Springs and the Oakland International Airport, as well as a connection to East Contra Costa County.
- A new commuter rail connection over a rehabilitated Dumbarton rail bridge, providing a key link between the BART line in the East Bay and Caltrain service on the Peninsula.
- A larger regional express bus network, including more frequent service.
- Highway improvements, including funding for carpool lane gap closures on Interstates 80 and 580, a fourth bore for the Caldecott Tunnel, and reconfiguring of the I-80/I-680 interchange.
- New and improved ferry service direct to San Francisco from multiple East Bay, North Bay and Peninsula locations.
- A new Transbay Terminal in San Francisco — a landmark transit hub where a new downtown Caltrain extension will connect with BART, AC Transit transbay buses, San Francisco Muni, Greyhound, Golden Gate transit buses and future high-speed rail.
- TransLink®, the universal transit fare payment card as well as real-time transit information. The measure also includes planning requirements to ensure better connections between different transit systems, and calls for promotion of tax savings for transit riders.



Solution: We urge the Bay Area legislative delegation to support Regional Measure 2 and work to educate their constituents about its merits.

TCRP Projects in the MTC Region — Estimated Funding and Cash Flow Needs

Summary

ID #	County/ Region	Sponsor/ Mode	Project Name	Description	TCRP Statutory Amount	Approved TCRP Allocations	Expenditures (Reimbursements)	Estimated Cash-Flow Needs Based on Approved Allocations			Subtotal Cash Needs
								Fiscal Year 2003-04	Fiscal Year 2004-05	July 2005- Beyond	
1 & 2	REG	BART-VTA/ Transit	BART to San Jose	BART to San Jose; extend BART from Fremont to downtown San Jose in Santa Clara and Alameda counties.	\$760,000,000	\$99,115,000	\$27,779,000	\$26,373,000	\$40,553,000	\$4,410,000	\$71,336,000
3	SCL	VTA/ State Hwy	U.S. 101 — widen from 4 to 8 lanes	U.S. 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County.	25,000,000	25,000,000	25,000,000	TCRP Funds Fully Expended and Reimbursed			—
4	ALA	Alameda Co. CMA/ State Hwy	I-680 — NB HOV lane over Sunol Grade	I-680; add northbound HOV lane over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda counties.	60,000,000	2,000,000	672,000	1,081,000	247,000	0	1,328,000
5	SCL	VTA/ State Hwy	U.S. 101 — add NB lane through San Jose	U.S. 101; add northbound lane to freeway through San Jose, Route 87 to Trimble Road in Santa Clara County.	5,000,000	5,000,000	4,346,000	654,000	0	0	654,000
6	SCL	Caltrans/ State Hwy	Rt. 262 investment study for freeway	Route 262; major investment study for cross connector freeway, I-680 to I-880 near Warm Springs in Santa Clara County.	1,000,000	1,000,000	1,000,000	TCRP Funds Fully Expended and Reimbursed			—
7	SCL	VTA/ Transit	Expand Caltrain service to Gilroy	Caltrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County.	55,000,000	22,000,000	10,145,000	8,176,000	3,679,000	0	11,855,000
8	SCL	VTA/ State Hwy	I-880 — reconstruct Coleman Ave I/C	I-880; reconstruct Coleman Avenue interchange near San Jose Airport in Santa Clara County.	5,000,000	5,000,000	5,000,000	TCRP Funds Fully Expended and Reimbursed			—
9	REG	CCJPA/ Transit	Capitol Corridor Intercity Rail	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara counties.	25,000,000	22,075,000	3,844,000	12,631,000	5,600,000	0	18,231,000
10	REG	MTC/ Transit	Regional Express Bus	Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide, in nine counties.	40,000,000	40,000,000	39,027,000	973,000	0	0	973,000
11	REG	MTC/ Transit	2000 San Francisco Bay Crossings Study	San Francisco Bay southern crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/transit bridge or second BART tube) in Alameda, SF or SM counties.	5,000,000	3,200,000	3,119,000	81,000	0	0	81,000
12	CC	CC County TA/Transit	Bay Area Transit Connectivity Study	Bay Area connectivity; complete studies of, and fund related improvements for, the I-580 Livermore corridor; West Contra Costa County and Route 4 corridors in Alameda and Contra Costa counties.	17,000,000	4,400,000	4,135,000	265,000	0	0	265,000

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ID #	County/ Region	Sponsor/ Mode	Project Name	Description	TCRP Statutory Amount	Approved TCRP Allocations	Expenditures (Reimbursements)	Estimated Cash-Flow Needs Based on Approved Allocations			Subtotal Cash Needs
								Fiscal Year 2003-04	Fiscal Year 2004-05	July 2005- Beyond	
13	REG	Caltrain/ Transit	Caltrain express and upgrades	Caltrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations between San Francisco and San Jose in San Francisco, San Mateo, and Santa Clara counties.	\$127,000,000	\$127,000,000	\$89,012,000	\$37,988,000	\$ 0	\$ 0	\$37,988,000
14	SCL	TAMC/ Transit	Caltrain extension to Salinas in Monterey	Caltrain extension to Salinas in Monterey County.	20,000,000	1,000,000	979,000	21,000	0	0	21,000
15	ALA	Caltrans/ State Hwy	Rt. 24 Caldecot Tunnel — 4th bore	Route 24; Caldecott Tunnel; add fourth bore tunnel with additional lanes in Alameda and Contra Costa counties.	20,000,000	15,000,000	2,863,000	1,711,000	3,000,000	7,426,000	12,137,000
16	CC	CC County TA/State Hwy	Rt. 4 — widen to 8 lanes, RR to Loveridge	Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy-vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest.	39,000,000	25,000,000	25,000,000	0	0	0	0
17	MRN	Caltrans/ State Hwy	U.S. 101 — reversible HOV lane	U.S. 101; add reversible HOV lane through San Rafael, Sir Francis Drake Boulevard to North San Pedro Road in Marin County.	15,000,000	2,751,000	758,000	270,000	1,723,000	0	1,993,000
18	REG	Caltrans/ State Hwy	U.S. 101 widen to 6 lanes Novato to Petaluma	U.S. 101; widen eight miles of freeway to six lanes, Novato to Petaluma (Novato Narrows) in Marin and Sonoma counties.	21,000,000	5,600,000	1,687,000	1,518,126	2,394,874	0	3,913,000
19	REG	BAWTA/ Transit	Water Transit System — start at Treasure Island	Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco.	2,000,000	150,000	0	30,000	120,000	0	150,000
20	SF	Muni/ Transit	Muni Metro Central Subway to Chinatown	San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco.	140,000,000	140,000,000	71,115,000	59,885,000	0	9,000,000	68,885,000
21	SF	Muni/ Transit	Muni Ocean Ave. light rail	San Francisco Muni Ocean Avenue light rail; reconstruct Ocean Avenue light-rail line to Route 1 near San Francisco State University, in the City and County of San Francisco.	7,000,000	7,000,000	7,000,000	TCRP Funds Fully Expended and Reimbursed			—
22	SF	SF City & Co./ State Hwy	Doyle Dr. reconstruction environmental study	U.S. 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Avenue to Route 1 interchange in City and County of San Francisco.	15,000,000	3,000,000	2,355,000	645,000	0	0	645,000
23	SM	SM Co TA/ Transit	Caltrain grade separations	Caltrain Peninsula Corridor; complete grade separations at Poplar Avenue (Burlingame), 25th Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County.	15,000,000	1,000,000	291,000	709,000	0	0	709,000
24	SOL	Vallejo/ Transit	Vallejo Baylink Ferryboat	Vallejo Baylink Ferry; acquire low-emission ferryboats to expand Baylink Vallejo-San Francisco service in Solano County.	5,000,000	5,000,000	4,479,000	521,000	0	0	521,000

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(Stage 1).										
26	REG	Alameda Co CMA/Transit	ACE Commuter Rail	ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County.	1,000,000	0	0	0	0	
27	ALA	Alameda Co CMA/Local Rd	Vasco Rd safety/transit enhancements	Vasco Road safety and transit enhancement project in Alameda and Contra Costa counties.	11,000,000	2,466,000	843,000	1,567,000	56,000	
28	CC	BART/Transit	Richmond BART parking structure	Parking structure at transit village at Richmond BART station in Contra Costa County.	5,000,000	680,000	0	200,000	150,000	330,000
29	ALA	AC Transit/Transit	AC Transit fuel cell buses	AC Transit; buy two fuel cell buses and fueling facility for demonstration project in Alameda and Contra Costa counties.	8,000,000	8,000,000	134,000	4,617,000	2,166,000	1,083,000
30	MRN	SMART/Transit	Rail service — Cloverdale to San Rafael	Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma counties.	37,000,000	7,700,000	2,985,000	1,763,000	2,450,000	502,000
31	ALA	Alameda Co CMA/State Hwy	I-580 — eastbound & westbound HOV lanes	I-580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.	25,000,000	7,000,000	2,374,000	1,380,000	3,150,000	96,000
127	SCL	San Jose/State Hwy	Rt. 85/Rt. 87 interchange completion	Route 85/Route 87; interchange completion; addition of two direct connectors for southbound Route 85 to northbound Route 87 and southbound Route 87 to northbound Route 85.	3,500,000	3,500,000	3,500,000	TCRP Funds Fully Expended and Reimbursed		
139	SF	BART/Transit	Balboa Park BART station	Balboa Park BART station; phase I expansion.	6,000,000	6,000,000	3,442,000	2,256,000	302,000	
141	ALA	Union City/Transit	Ped bridge over Union Pacific Rail lines	Union City; pedestrian bridge over Union Pacific rail lines.	2,000,000	120,000	120,000	0	0	
144	REG	GGBHTD/State Hwy	Seismic retrofit Golden Gate Bridge	Seismic retrofit of the national landmark Golden Gate Bridge.	5,000,000	5,000,000	5,000,000	TCRP Funds Fully Expended and Reimbursed		
156	REG	BART/Transit	Seismic retrofit for BART system	Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.	20,000,000	8,470,000	2,991,000	2,479,000	3,000,000	
157	NAP	Caltrans/State Hwy	Rt. 12 — congestion relief	Route 12; congestion relief improvements from Route 29 to I-80 through Jameson Canyon.	7,000,000	4,100,000	2,391,000	426,000	800,000	483,000
159	SON	Caltrans/State Hwy	U.S. 101 Steele Lane I/C design & construction	U.S. 101; redesign and construction of Steele Lane interchange.	6,000,000	0	0	0	0	
REGIONAL TOTALS for all 37 TCRP Projects:					\$1,573,500,000	\$627,327,000	\$357,694,874	\$170,465,126	\$72,234,874	\$26,933,000
Total Unreimbursed Funds at Risk:					\$1,215,806,000			Cash Flow at Risk: \$269,627,407		

Bay Area Transportation: A Brighter Future Through Better Planning

Transcending the short-term obstacles created by recent revenue reverses, the Bay Area's policies, plans and programs are guided by a long-term vision of improved mobility, equitable access, enhanced livability and economic vitality for all residents.

1. Transportation 2030 Plan: Making the Vision a Reality (p. 16)

The long-range regional transportation plan now being developed by MTC outlines a detailed and cost-effective strategy to enhance the Bay Area's famed quality of life through 2030 within the confines of realistic budget expectations.



2. Resolution 3434: The Bay Area's Vision for Transit Expansion (p. 18)



The Regional Transit Expansion Program adopted by MTC as Resolution 3434 in 2001 embodies a remarkable consensus on rail, rapid bus and ferry projects that will expand travel options for residents across the Bay Area. Resolution 3434 is not just an effective focus for advocacy in both Sacramento and Washington, D.C., but the cornerstone of regional planning efforts for years to come.

3. System Management: Long-term Vision on the Move Today (p. 20)

MTC works in partnership with dozens of state, local and regional agencies to deliver a range of innovative and effective programs that reduce congestion, improve transit coordination and support community vitality.



4. Smart Growth Initiatives: Community Focus Sharpens the Vision (p. 22)

Local land-use decisions are often driven by the need to maximize sales tax revenues given fiscal constraints. MTC provides direct financial incentives for cities and counties that elect to enhance their communities.

5. Equitable Access to Transportation: Extending the Vision to Every Bay Area Community (p. 24)

MTC has created several programs to improve mobility and well-being for low-income, elderly and disabled residents.



Transportation 2030: Making the Vision a Reality

MTC is now updating the Bay Area's regional transportation plan, a comprehensive roadmap to guide the development of mass transit, highway, airport, seaport, bicycle and pedestrian facilities over the next 25 years.

Unfortunately, long neglect of California's infrastructure systems means that revenues will not come close to meeting the Bay Area's myriad needs over the next 25 years. The public demands congestion relief while our existing transportation system is financially starving and falling into disrepair. Consequently, tough choices must be made to get maximum benefit from the limited available revenues.

Critical issues shaping the development of the Transportation 2030 Plan include:

- Balancing competing funding needs for operation and maintenance of the Bay Area's existing transportation system with system expansion demands.
- Strengthening the link between transportation and land use.



Interactive voting at Transportation 2030 Summit

Chris Poulsen



Chris Poulsen

Capacity crowd at MTC's Transportation 2030 Summit in San Francisco to kick off the public dialogue

Joyce Benna



Transportation 2030 public outreach meeting

MTC is leading a robust public involvement campaign to achieve maximum consensus among the Bay Area's many different communities. The dialogue began in June 2003 with a regional summit that drew nearly 500 participants. MTC's outreach also has included dozens of targeted workshops and other public meetings held throughout the Bay Area — carefully aimed at groups that too often are not heard — as well as focus groups, a telephone public opinion poll and numerous interactive online opportunities.

The first phase of the 2030 Plan concluded in December 2003 as MTC voted to adopt six new goals for the plan, a five-point platform for transportation and land-use integration, and an investment strategy that tries to strike a reasonable balance between competing needs and insufficient resources. A draft 2030 Plan will be released in fall 2004, with final approval slated for January 2005.



Peter Beeler

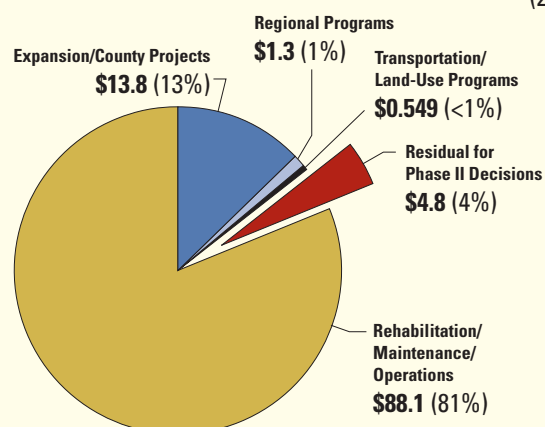
Transportation 2030 stakeholder weighs in.



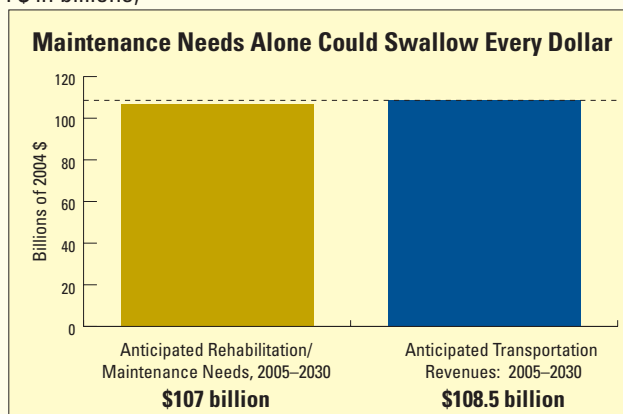
Peter Beeler

Public outreach meeting registration

Transportation 2030 — Phase I Funding Distribution



(2004 \$ in billions)



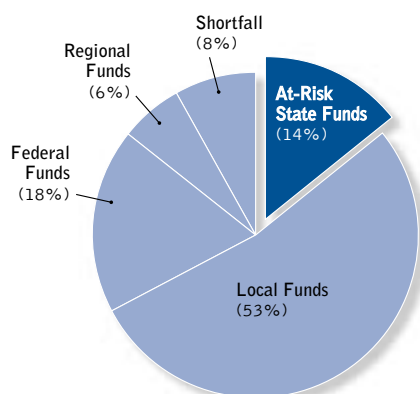
Resolution 3434: The Bay Area's Vision For Transit Expansion

MTC's Regional Transit Expansion Program, adopted in 2001 as Resolution 3434, follows in the footsteps of its predecessor, Resolution 1876, which unified Bay Area support for the extension and improvement of five key rail lines.

Resolution 3434 identifies nine new rail extensions, significant service expansions to existing rail lines and a comprehensive regional bus program, plus eight enhancement programs to existing rail and bus corridors. When fully implemented, this next generation of transit expansion projects, mapped on the opposite page, will:














- provide 140 new route miles of rail;
- provide 600 new route miles of express bus service;
- achieve a 58 percent average increase in service levels for existing transit corridors;
- serve 38.6 million new riders per year;
- make key transit network connections between southern Alameda County and the Silicon Valley, provide a new southern transbay link, enhance the Bay Area's central transit hub in San Francisco, and extend the reach of rail to the North Bay and the outer East Bay.





Total:	\$10.5 billion (2001 \$)
Local Funds	\$5.6 billion
Federal Funds	\$1.94 billion
State Funds	\$1.5 billion
(TCRP Funds	\$1.1 billion)
Regional Funds	\$658 million
Shortfall	\$855 million

Legend

-  ACE / service upgrade
-  Amtrak Capitols / service upgrade
-  BART — existing
-  BART extension
-  Caltrain / service upgrade
-  Caltrain extension
-  Express bus route
-  AC Transit rapid bus
-  Muni light rail — existing
-  Muni light-rail extension
-  Sonoma-Marin rail
-  VTA light rail — existing
-  VTA light-rail extension

System Management: Long-term Vision On the Move Today

In an era of limited resources, MTC and its partners have placed a priority on a series of successful programs that make it easier, safer and more convenient to get around the existing Bay Area transportation network — whether by car, transit, bike or foot.

► TransLink® Moves Into Full Implementation

The TransLink® transit-fare smart card is the thread that will stitch together the region's nearly two dozen transit systems into a seamless, passenger-friendly network. A proven success through a test phase that began in 2002, TransLink® has been approved for installation by AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and the Santa Clara Valley Transportation Authority. Full system installation begins in 2004.

The powerful, versatile and distinctive TransLink® card:

- eliminates the need for exact change and/or multiple transit passes;
- automatically grants transfers and calculates appropriate discounts;
- improves service planning, marketing and financial accounting;
- allows faster boarding.



John Blaustein

TransLink® — the region's universal fare card

► Dial 511 or Go to 511.org for Travel Information

Launched in December 2002, the award-winning 511 traveler information service is a joint effort by MTC, Caltrans, the California Highway Patrol and dozens of other partners to provide current, on-demand information 24/7 — via phone or Web — on traffic conditions; transit routes, fares and schedules; and bicycling and carpool/vanpool options. And, it's toll-free.

511 generates more than 40,000 calls a week and continues to add new features. Set to join the 511 suite in spring 2004 is 511 Driving Times, which uses several high-tech systems — including FasTrak™ electronic toll collection transponders — to calculate current travel times from point to point along the Bay Area freeway network. The 511 Transit page at www.511.org is the new home of MTC's popular TakeTransitSM online transit trip planning and information service, which is accessed by more than 700,000 computers and generates more than 200,000 personalized trip itineraries each month.



On the phone, or on the Web, 511 helps Bay Area drivers, transit riders, carpoolers and bicyclists make smart travel decisions.

The Bay Area is the largest metropolitan area in the country, and the first in California, to activate 511. The system was honored with a "Tranny" award by the California Transportation Foundation, and received the 2003 Innovation Award from the American Public Transportation Association.

► Freeway Service Patrol Aids Stranded Motorists

The Bay Area Freeway Service Patrol (FSP) is a special team of 74 trucks that patrol more than 450 miles of the region's most congested freeways. The FSP is financed with federal, state and local monies. Local funds come from the MTC Service Authority for Freeways and Expressways (SAFE), which is financed by a \$1 annual vehicle registration fee in participating counties.



George Draper

FSP provided more than 125,000 assists in 2003.



► Call Box Network Offers a Safety Net

In partnership with the California Highway Patrol and Caltrans, MTC operates some 3,500 call boxes on more than 1,100 miles of highways and expressways in the Bay Area, allowing motorists to report a road hazard, flat tire or mechanical breakdown.



George Draper

More than 5,500 motorists each month take advantage of the Bay Area's roadside call boxes.

► Pavement Management System Helps Local Governments

MTC's Pavement Management System provides computer software and technical assistance to help cities and counties extend the life of pavement and stretch local budgets. MTC's pavement program is now used by 106 cities and counties in the Bay Area, and more than 200 other public and private organizations nationwide.



MTC's pavement management software helps cash-strapped cities and counties get the most out of limited street maintenance funds.

Smart Growth Initiatives: Community Focus Sharpens Vision

Local land-use decisions are often driven by the need to maximize sales tax revenue in the face of limits on property taxes and the state's growing appetite for local revenue. MTC's smart growth initiatives provide direct financial incentives for cities and counties to make land-use decisions that support infill and transit-oriented development.

► Transportation for Livable Communities/ Housing Incentive Program

MTC has invested close to \$60 million toward strengthening the link between transportation and land-use decisions. And the Commission recently pledged to triple the annual funding levels for the ground-breaking program described below.

MTC's Transportation for Livable Communities (TLC) Program provides grants to community-oriented transportation projects that bolster land use/transportation integration. To date, TLC has:

- Awarded 59 planning grants of up to \$75,000 per project for community planning and technical assistance support;
- Awarded 59 capital grants of up to \$2 million per project for the design and construction of pedestrian-, bicycle- and transit-oriented projects.

Building on the success of its TLC Program, MTC launched the Housing Incentive Program (HIP) to provide project funds as seed money for local jurisdictions that provide new compact housing near existing transit facilities. HIP grants are keyed to project densities — the more units per acre, the higher the grant amount, with affordable units earning a bonus.

A "Bottom-Up" Approach

MTC's effort to better integrate transportation and land-use planning in the Bay Area also is moving forward through a joint initiative with the region's county congestion management agencies (CMAs). Known as Transportation Planning and Land Use Solutions (or T-PLUS for short), the project provides financial support to CMAs to explore ways their county can support or benefit from:



City of Santa Rosa



Peter Beeler

Two TLC capital grants totaling \$900,000 are creating viable pedestrian linkages between the east and west sides of downtown Santa Rosa.



Contra Costa County

A \$50,000 TLC planning grant developed initial concepts for a 25-acre village center and improved traffic circulation and enhanced pedestrian, bicycle and bus access in downtown El Sobrante.

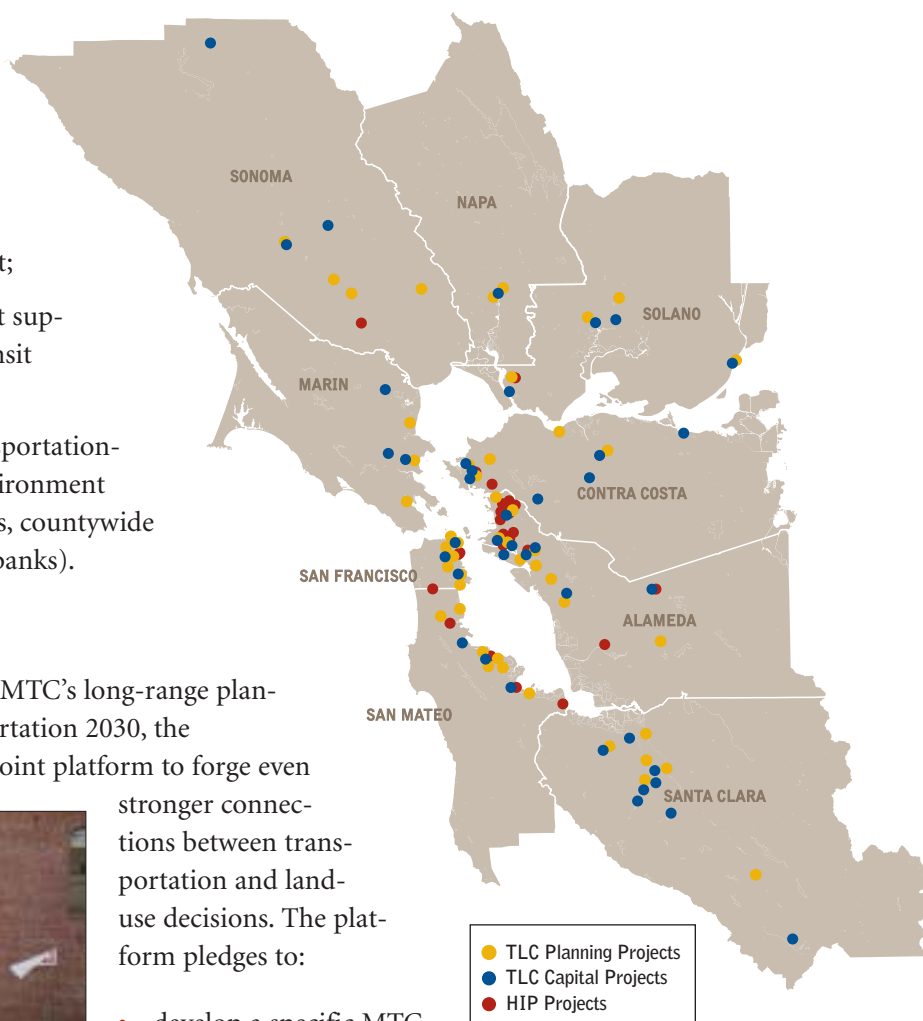
- MTC's TLC and HIP initiatives;
- implementing the recommendations of the Smart Growth Strategy/Regional Livability Footprint project;
- pursuing development that supports MTC's Regional Transit Expansion Program; and
- programs to mitigate transportation-related impacts on the environment (including local ordinances, countywide impact fees or mitigation banks).

Regional Solutions

In December 2003, as part of MTC's long-range planning effort known as Transportation 2030, the Commission adopted a five-point platform to forge even

stronger connections between transportation and land-use decisions. The platform pledges to:

- develop a specific MTC transportation/land-use policy;
- supplement MTC's neighborhood-oriented TLC and HIP initiatives with planning incentives that support a broader set of land-use objectives, such as specific plans for transit-oriented and infill development;
- condition discretionary funding for MTC's Regional Transit Expansion Program on the provision of supportive land uses in nearby transit corridors and stations;
- support improved transportation/land-use development outside of major transit commute corridors, including complementary open space planning; and
- better coordinate transportation and land-use planning with adjoining regions such as the Central Valley and greater Sacramento area.



Over the past five years, MTC has allocated more than \$2.2 million in TLC planning grants and committed more than \$56 million for TLC capital and HIP projects around the Bay Area.



City of San Mateo



Annie Young

San Mateo used a \$1.9 million TLC capital grant to create a pedestrian-friendly "Main Street" corridor in its revitalized downtown.

Equitable Access to Transportation: Extending the Vision to Every Bay Area Community

MTC has established several programs to improve mobility and enhance well-being for low-income, elderly and disabled residents throughout the Bay Area.

➤ Lifeline Transportation Network

The impact of the recent and anticipated transit service cuts on transit-dependent populations (low-income, elderly and disabled residents) will need to be considered and addressed at all levels of government. In adopting spending parameters for its 25-year *Transportation 2030 Plan* in December 2003, MTC reserved \$216 million in anticipated transit operating funds as a “down payment” for a Lifeline Transportation Network that serves low-income, elderly and disabled residents. MTC is advocating for additional operating funding to more fully cover the basic transportation needs of the region’s most vulnerable populations, whether through fixed-route transit service, carsharing, shuttles or other programs.



Amy Franjesevic

AC Transit’s new “low-floor” buses ease wheelchair access.

➤ Community Transportation Plans

Working in partnership with county congestion management agencies, community organizations and residents, MTC is funding community transportation plans in low-income areas around the Bay Area. These plans will be used to inform planning and investment decisions at all levels of government. The first plans will be completed later this year in the communities of South Hayward, Ashland/Cherryland (in unincorporated Alameda County), North Richmond/San Pablo, Napa, East Palo Alto and Dixon.

➤ LIFT Program — Expanding Low-Income Residents’ Transportation Options

MTC initiated the Low-Income Flexible Transportation (LIFT) program to address the challenge of improving transportation services for low-income residents. This program, which provides grants for welfare-to-work transportation projects in the Bay Area, has been funded through a variety of state and federal sources. In 2003, MTC awarded \$6 million in LIFT funds to support 15 new welfare-to-work related transportation projects. Most recently, MTC received a new earmark of nearly \$1 million in FY 2003 federal funds to continue to support the LIFT program, and anticipates soliciting more new projects in the summer of 2004.



Leslie Mendez

Passengers on Santa Rosa’s Route 15 bus are benefitting from a \$50,000 LIFT grant to extend service hours.

➤ Transportation Affordability

In 2003, MTC initiated a study with the Public Policy Institute of California to examine the issue of transportation affordability in the Bay Area. This study is intended to increase our understanding of cost-related barriers to transportation mobility. The project also aims to establish a coalition of transportation providers, social service agencies, community-based organizations, policy-makers and other key stakeholders to participate in and advance strategies emerging from this planning effort. The study will be completed in early 2004.

➤ Older Adults Transportation Study

To identify ways to maintain and improve travel options for older adults in the Bay Area, MTC conducted an Older Adults Transportation Study. Anticipating the rapid growth of the senior population, this effort identifies the barriers that limit seniors' mobility, especially obstacles to using public transportation or other alternatives to driving. To remove these barriers, the study recommends actions that can be taken by public agencies, nonprofit groups and individuals.

➤ Welfare to Work and Transportation



The Bay Area's innovative City CarShare is making up to 300 memberships available to qualifying CalWORKS participants, thanks to a grant from MTC.

MTC has adopted a regional *Welfare-to-Work Plan*, based on the recommendations of a series of county transportation plans focusing on barriers faced by low-income people transitioning from public assistance to employment. While the focus was on transportation concerns generated by welfare reform legislation, the resulting strategies are relevant to the transportation needs of low-income people generally. A working group of transit and social services providers, childcare advocates and community representatives meets regularly to serve as a sounding board for MTC on how best to meet the mobility needs of low-income populations.

Projects and Programs By County

Alameda **28**

Contra Costa **30**

Marin **32**

Napa **34**

San Francisco **36**

San Mateo **38**

Santa Clara **40**

Solano **42**

Sonoma **44**

Alameda County

Project Funding at Risk

State Transportation Improvement Program (STIP)

- 1 AC Transit Berkeley/Oakland/San Leandro Corridor MIS Phase 2
STIP Funds: \$2,700,000

AC Transit Bus Component Rehabilitation
STIP Funds: \$8,500,000 *(not mapped)*

AC Transit Districtwide Maintenance Facility Upgrade
STIP Funds: \$3,705,000 *(not mapped)*

AC Transit Expansion of Satellite-Based Global Tracking Communication System
STIP Funds: \$1,000,000 *(not mapped)*
- 2 ACE Track Improvements
STIP Funds: \$1,000,000

BART A/B Car Rehabilitation
STIP Funds: \$6,995,000 *(not mapped)*
- 3 BART Lake Merritt Channel Subway Repair
STIP Funds: \$2,000,000
- 4 BART-Oakland Airport Connector
STIP Funds: \$33,000,000

BART Ticket Vending Machine and Faregate Replacement
STIP Funds: \$2,283,000 *(not mapped)*
- 5 Emeryville Amtrak Station Intermodal Improvements
STIP Funds: \$6,310,000
- 6 I-80 Sound Barrier Near Berkeley Aquatic Park
STIP Funds: \$2,986,000
- 7 I-238 Northbound Widening
STIP Funds: \$28,213,000
- 8 I-580 Livermore Westbound Noise Barrier
STIP Funds: \$941,000
- 9 I-580 San Leandro Noise Barrier
STIP Funds: \$6,280,000

- 10 I-680 Sunol Grade Northbound HOV Lane
STIP Funds: \$32,800,000
- 11 I-680 Sunol Grade Southbound HOV Lane
STIP Funds: \$14,051,000
- 12 I-880 Access Improvements at 42nd/High Street
STIP Funds: \$3,130,000
- 13 I-880 at I-980 – Broadway/Jackson Ramps
STIP Funds: \$6,223,000
- 14 I-880 at Route 262 Landscaping
STIP Funds: \$3,640,000
- 15 LAVTA New Satellite Facility
STIP Funds: \$4,000,000
- 16 Mandela Parkway Extension Widening and Turn Pockets
STIP Funds: \$1,900,000
- 17 Route 24 Caldecott Tunnel – Fourth Bore
STIP Funds: \$20,000,000
- 18 Route 84 – 4-lane Expressway on New Alignment
STIP Funds: \$10,000,000
- 19 Tinker Avenue Extension and College of Alameda Transit Center
STIP Funds: \$4,000,000
- 20 Union City Intermodal Station Phase 1
STIP Funds: \$3,300,000
- 21 Vasco Road Safety Improvements – Phase 1
STIP Funds: \$3,900,000

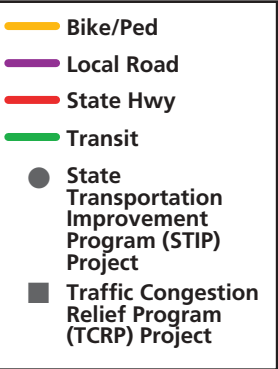
Proposition 42 Traffic Congestion Relief Program (TCRP)

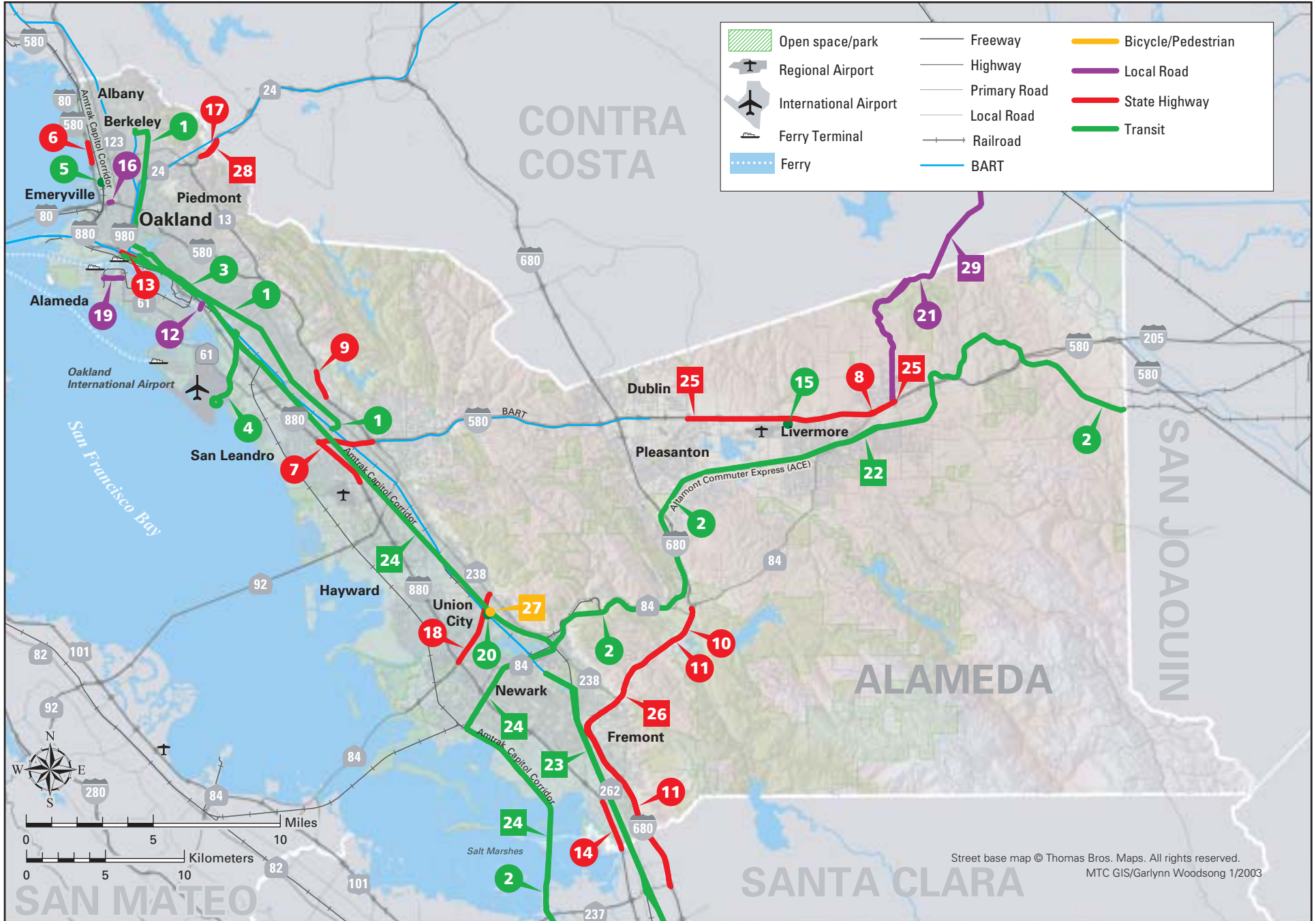
AC Transit Fuel Cell Buses
TCRP Funds: \$8,000,000 *(not mapped)*

- 22 ACE Commuter Rail Improvements in Livermore Valley
TCRP Funds: \$1,000,000
- 23 BART Extension to San Jose
TCRP Funds: \$738,000,000

BART Seismic Retrofit
TCRP Funds: \$20,000,000 *(not mapped)*

Bay Area Transit Connectivity Study (I-580 Livermore Corridor)
TCRP Funds: \$13,400,000 *(not mapped)*
- 24 Capitol Corridor Intercity Rail Improvements, Oakland to San Jose
TCRP Funds: \$24,000,000
- 25 I-580 HOV Lanes in Livermore
TCRP Funds: \$22,700,000
- 26 I-680 Northbound HOV Lane Over Sunol Grade
TCRP Funds: \$59,000,000
- 27 Pedestrian Bridge Over Union Pacific Railroad Lines
TCRP Funds: \$1,900,000
- 28 Route 24 Caldecott Tunnel – Fourth Bore
TCRP Funds: \$17,000,000
- 29 Vasco Road Safety/Transit Enhancements
TCRP Funds: \$10,000,000





Contra Costa County

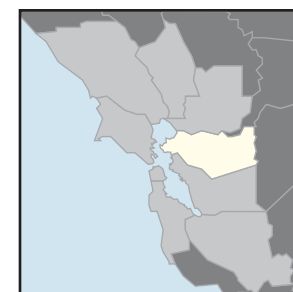
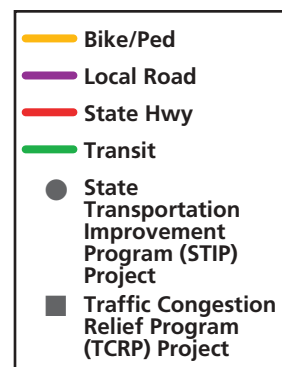
Project Funding at Risk

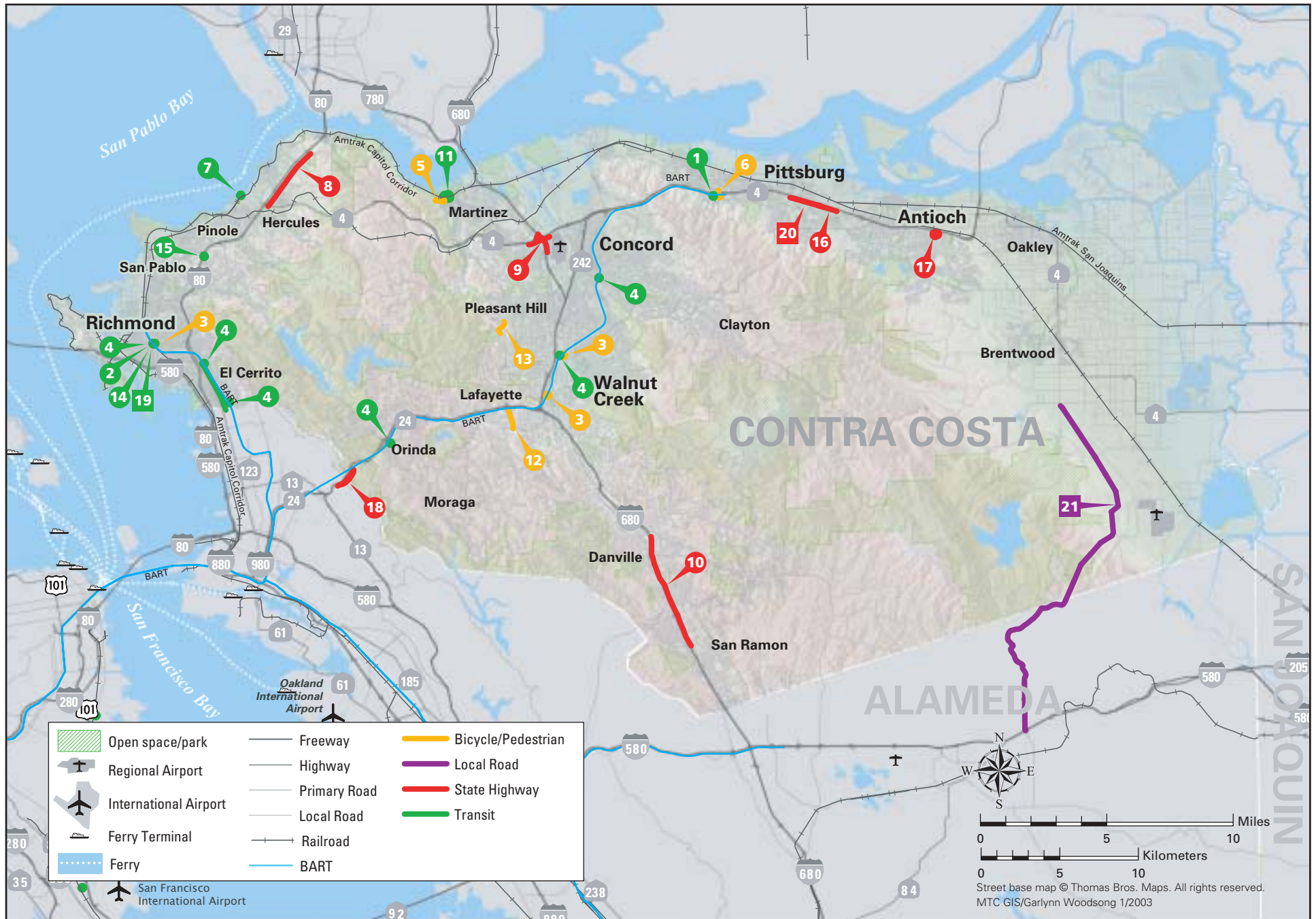
State Transportation Improvement Program (STIP)

- 1** BART Pittsburg/Bay Point Station Terminal Automation System
STIP Funds: \$1,500,000
- 2** BART Richmond Station Additional Parking
STIP Funds: \$2,000,000
- 3** BART Station Bicycle Pavilions
STIP Funds: \$450,000
- 4** BART Stations: Platform Edge Tiles
STIP Funds: \$1,248,000
- 5** Bay Trail Through Martinez
STIP Funds: \$300,000
- 6** Delta DeAnza Trail Gap Closure
STIP Funds: \$311,000
- 7** Hercules – New Intercity Rail Station
STIP Funds: \$3,000,000
- 8** I-80 Westbound HOV Gap Closure – Cummings Skyway to Route 4
STIP Funds: \$36,300,000
- 9** I-680/Route 4 Interchange – Phase 1 (northbound I-680 to westbound Route 4)
STIP Funds: \$5,500,000
- 10** I-680 Auxiliary Lane – Bollinger Canyon to Diablo
STIP Funds: \$9,000,000
- 11** Martinez Intermodal Station – Phase 3
STIP Funds: \$2,000,000
- 12** Pleasant Hill Road Pedestrian and Bicycle Improvements
STIP Funds: \$1,436,000
- 13** Reliez Valley Road Pedestrian Path
STIP Funds: \$210,000
- 14** Richmond Intermodal Station – Phase 3
STIP Funds: \$4,100,000
- 15** Richmond Parkway Transit Center and Access Improvements
STIP Funds: \$8,700,000
- 16** Route 4 East Widening From Loveridge to Somersville
STIP Funds: \$30,000,000
- 17** Route 4 East Offramp Improvements at Hillcrest Avenue
STIP Funds: \$2,500,000
- 18** Route 24 Caldecott Tunnel – Fourth Bore
STIP Funds: \$20,000,000

Proposition 42 Traffic Congestion Relief Program (TCRP)

- AC Transit Fuel Cell Buses
TCRP Funds: \$8,000,000 (*not mapped*)
- BART Seismic Retrofit
TCRP Funds: \$20,000,000 (*not mapped*)
- Bay Area Transit Connectivity Study (West County and Route 4 Corridors)
TCRP Funds: \$13,400,000 (*not mapped*)
- 19** Richmond BART Transit Village Parking Structure
TCRP Funds: \$5,000,000
- 20** Route 4 Widening – Railroad Avenue to Loveridge Road
TCRP Funds: \$14,000,000
- 21** Vasco Road Safety/Transit Enhancements
TCRP Funds: \$10,000,000





Marin County

Project Funding at Risk

State Transportation Improvement Program (STIP)

- 1 Belvedere – San Rafael Avenue Rehabilitation From City Limit to West Shore Drive
STIP Funds: \$82,000
- 2 Corte Madera – Various Streets Pavement Rehabilitation
STIP Funds: \$103,000

Countywide Bicycle Signing and Striping – Initial Phase
STIP Funds: \$151,000
(not mapped)
- 3 Fairfax – Various Streets Overlay and Drainage Improvements
STIP Funds: \$133,000

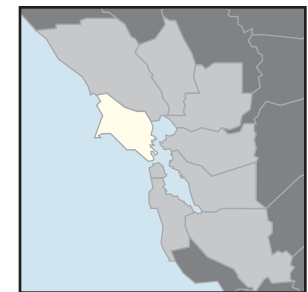
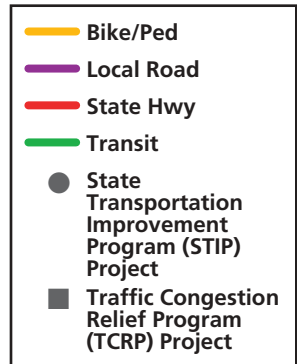
Marin County Transit – Bus Stop Improvements
STIP Funds: \$89,000
(not mapped)

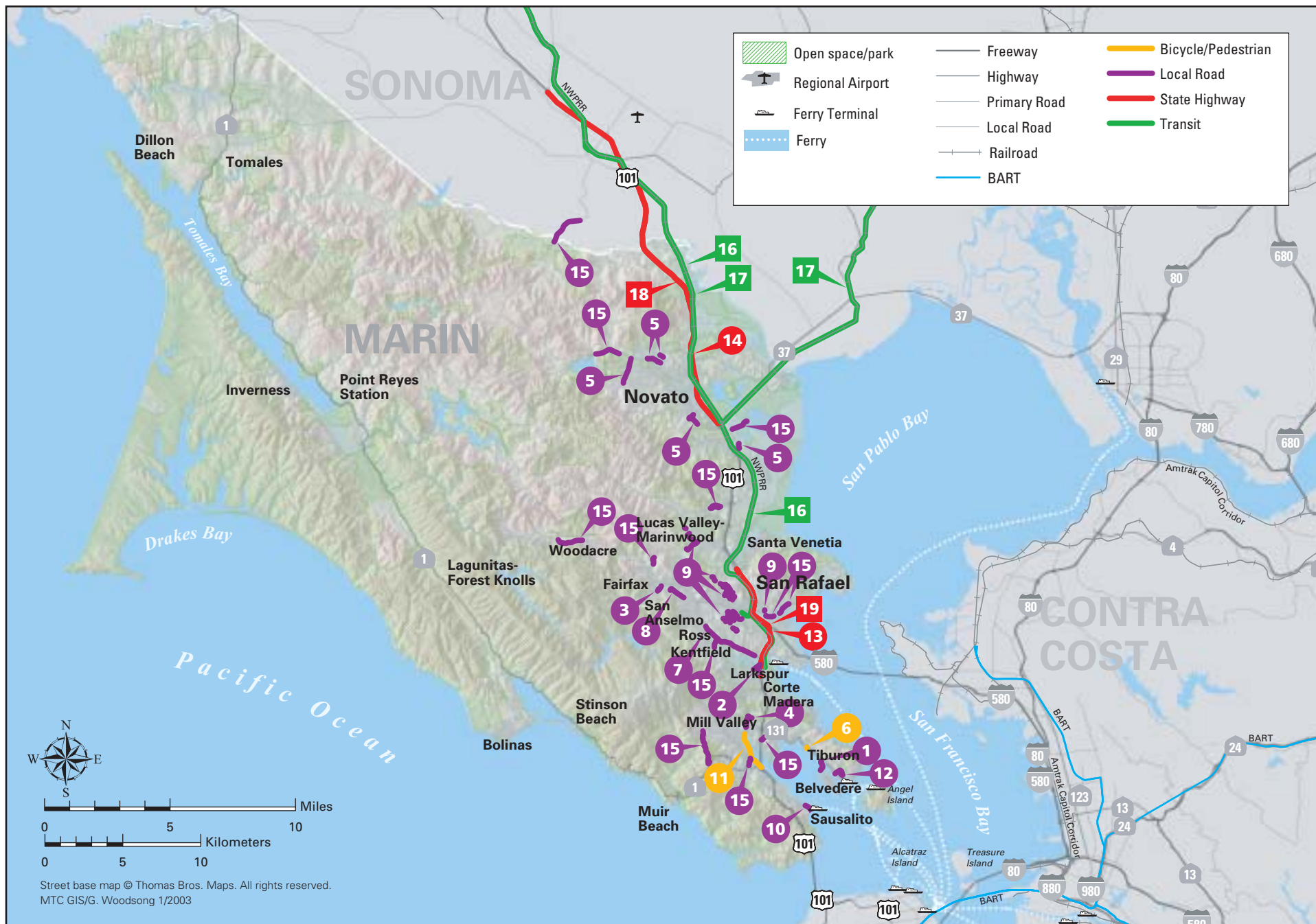
Marin County Transit – Interactive Voice Response (IVR) Paratransit Dispatch
STIP Funds: \$400,000
(not mapped)
- 4 Mill Valley – Various Streets Rehabilitation
STIP Funds: \$272,000
- 5 Novato – Various Streets Overlay
STIP Funds: \$660,000

- 6 Pine Terrace Multi-Use Path Improvements
STIP Funds: \$90,000
- 7 Ross – Sir Francis Drake Boulevard Rehabilitation From Berry to Lagunitas
STIP Funds: \$71,000
- 8 San Anselmo – Greenfield Avenue Rehabilitation
STIP Funds: \$219,000
- 9 San Rafael – Various Streets Overlay
STIP Funds: \$820,000
- 10 Sausalito – Bridgeway Rehabilitation From Princess to Johnson
STIP Funds: \$131,000
- 11 Sausalito-Mill Valley Multi-Use Path Rehabilitation
STIP Funds: \$151,000
- 12 Tiburon – Mar West Overlay From Esparanza Street to Tiburon Boulevard
STIP Funds: \$144,000
- 13 U.S. Highway 101 HOV Lane Gap Closure
STIP Funds: \$54,738,000
- 14 U.S. Highway 101 Novato Narrows Freeway Upgrade
STIP Funds: \$21,000,000
- 15 Various Streets Overlay Countywide
STIP Funds: \$1,866,000

Proposition 42 Traffic Congestion Relief Program (TCRP)

- 16 New Commuter Rail Service – Cloverdale to San Rafael
TCRP Funds: \$35,000,000
- 17 North Coast Railroad Track Repair and Upgrades
TCRP Funds: \$42,000,000
- 18 U.S. Highway 101 Novato Narrows Freeway Upgrade
TCRP Funds: \$20,000,000
- 19 U.S. Highway 101 Reversible HOV Lane in San Rafael
TCRP Funds: \$14,000,000





Napa County

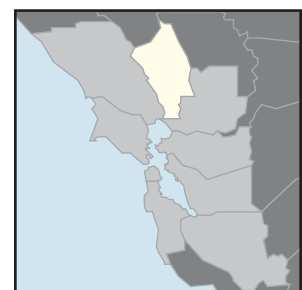
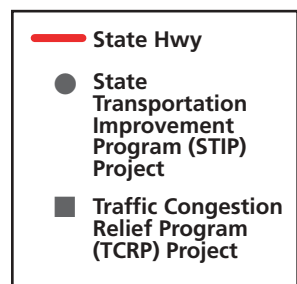
Project Funding at Risk

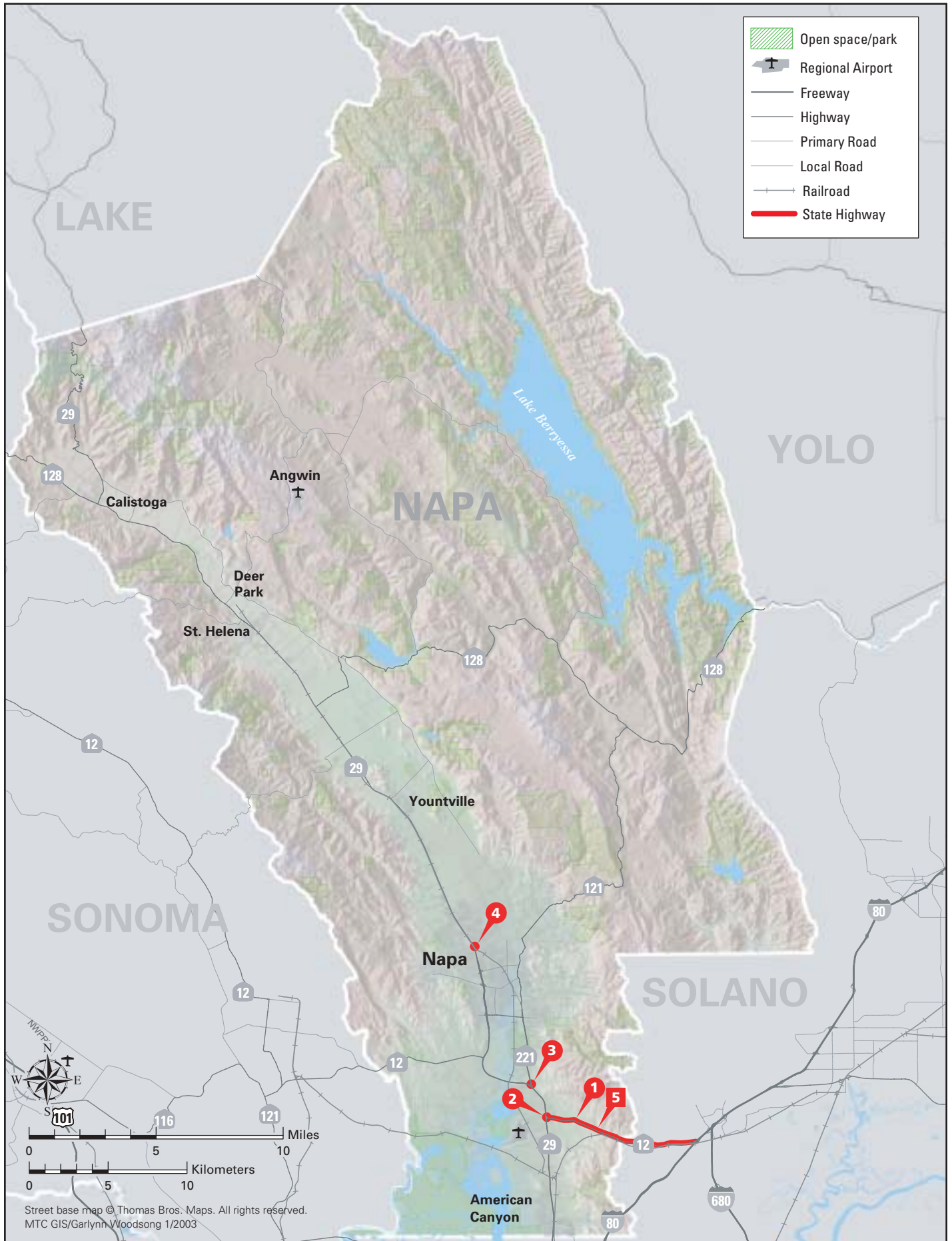
State Transportation Improvement Program (STIP)

- 1 Jameson Canyon Road (Route 12)
Widening
STIP Funds: \$4,000,000
- 2 Routes 12/29 Grade Separation
STIP Funds: \$1,500,000
- 3 Routes 12/29/221 Intersection Improvements
STIP Funds: \$2,100,000
- 4 Route 29/Trancas Street Interchange Improvements
STIP Funds: \$640,000

Proposition 42 Traffic Congestion Relief Program (TCRP)

- 5 Jameson Canyon Road (Route 12)
Widening
TCRP Funds: \$5,000,000





City and County of San Francisco

Project Funding at Risk

State Transportation Improvement Program (STIP)

- 1 1401 Bryant Street Overhead Lines/ Building Seismic Rehabilitation
STIP Funds: \$9,200,000
- 2 Addison and Digby Traffic Circle Safety Improvements
STIP Funds: \$200,000

Audible Pedestrian Signals and ADA Pushbuttons
STIP Funds: \$335,000
(not mapped)
- 3 BART 16th Street Mission Station Northeast Plaza Improvements
STIP Funds: \$2,176,000
- 4 BART Downtown San Francisco Stations Talking Signs
STIP Funds: \$1,080,000
- 5 BART Embarcadero and Montgomery Station Studies
STIP Funds: \$442,000
- 6 BART San Francisco Stations Platform Edge Tiles Replacement
STIP Funds: \$1,250,000
- 7 Caltrain Electrification
STIP Funds: \$4,300,000
- 8 GGBHTD San Francisco Lay Berth
STIP Funds: \$1,305,000

- 9 Golden Gate Ferry San Francisco Terminal Facilities Rehab
STIP Funds: \$2,250,000

Ladder Crosswalk and Pedestrian Crossing Warning Signage
STIP Funds: \$1,300,000
(not mapped)
- 10 Median Refuge Accessibility Retrofit
STIP Funds: \$50,000
- 11 Muni Third Street Light-Rail Extension
STIP Funds: \$22,570,000

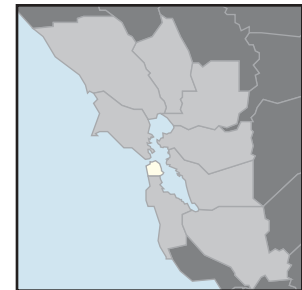
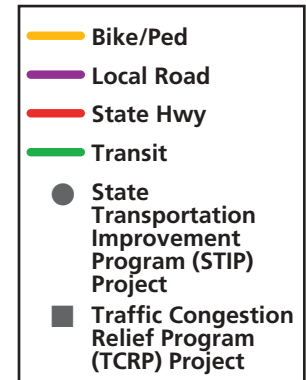
Muni Metro Rail Replacement
STIP Funds: \$1,000,000
(not mapped)
- 12 Oak and Fell Streets Integrated Traffic Management System (ITMS)
STIP Funds: \$1,271,000
- 13 Phelan Avenue Crosswalk and Traffic Calming Improvements
STIP Funds: \$200,000
- 14 Third Street Traffic Management System
STIP Funds: \$700,000
- 15 Third Street/Bayshore Pavement Rehabilitation
STIP Funds: \$4,768,000
- 16 U.S. Highway 101 – Doyle Drive Replacement
STIP Funds: \$3,000,000

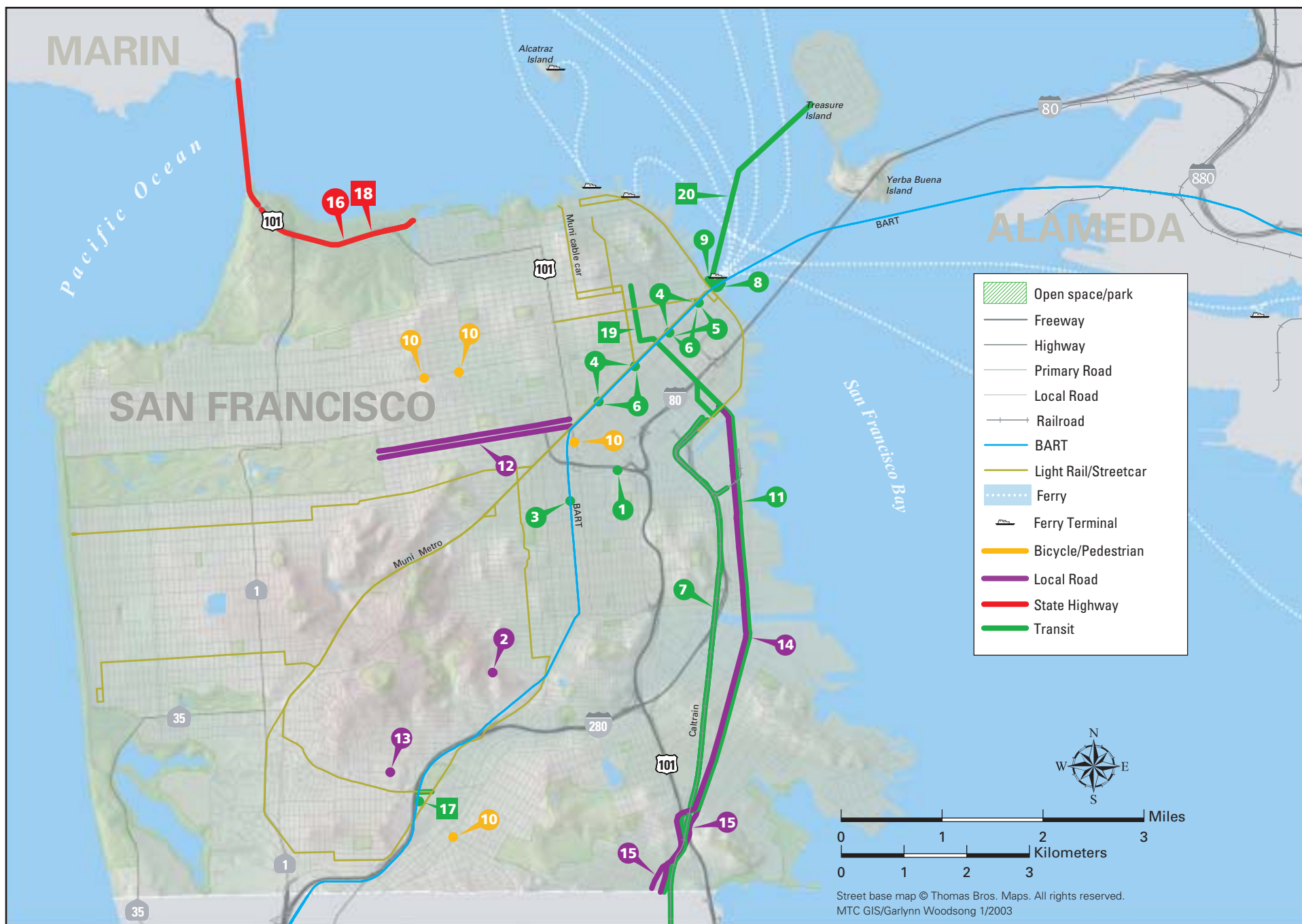
Proposition 42 Traffic Congestion Relief Program (TCRP)

- 17 Balboa Park BART Station Expansion
TCRP Funds: \$3,000,000

BART Seismic Retrofit
TCRP Funds: \$20,000,000
(not mapped)

Caltrain Express and Upgrades
TCRP Funds: \$58,000,000
(not mapped)
- 18 Doyle Drive Reconstruction
TCRP Funds: \$15,000,000
- 19 Muni Metro Central Subway to Chinatown
TCRP Funds: \$98,000,000
- 20 Treasure Island Ferry Service
TCRP Funds: \$2,000,000





San Mateo County

Project Funding at Risk

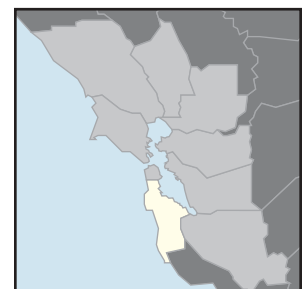
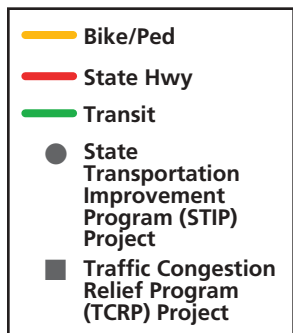
State Transportation Improvement Program (STIP)

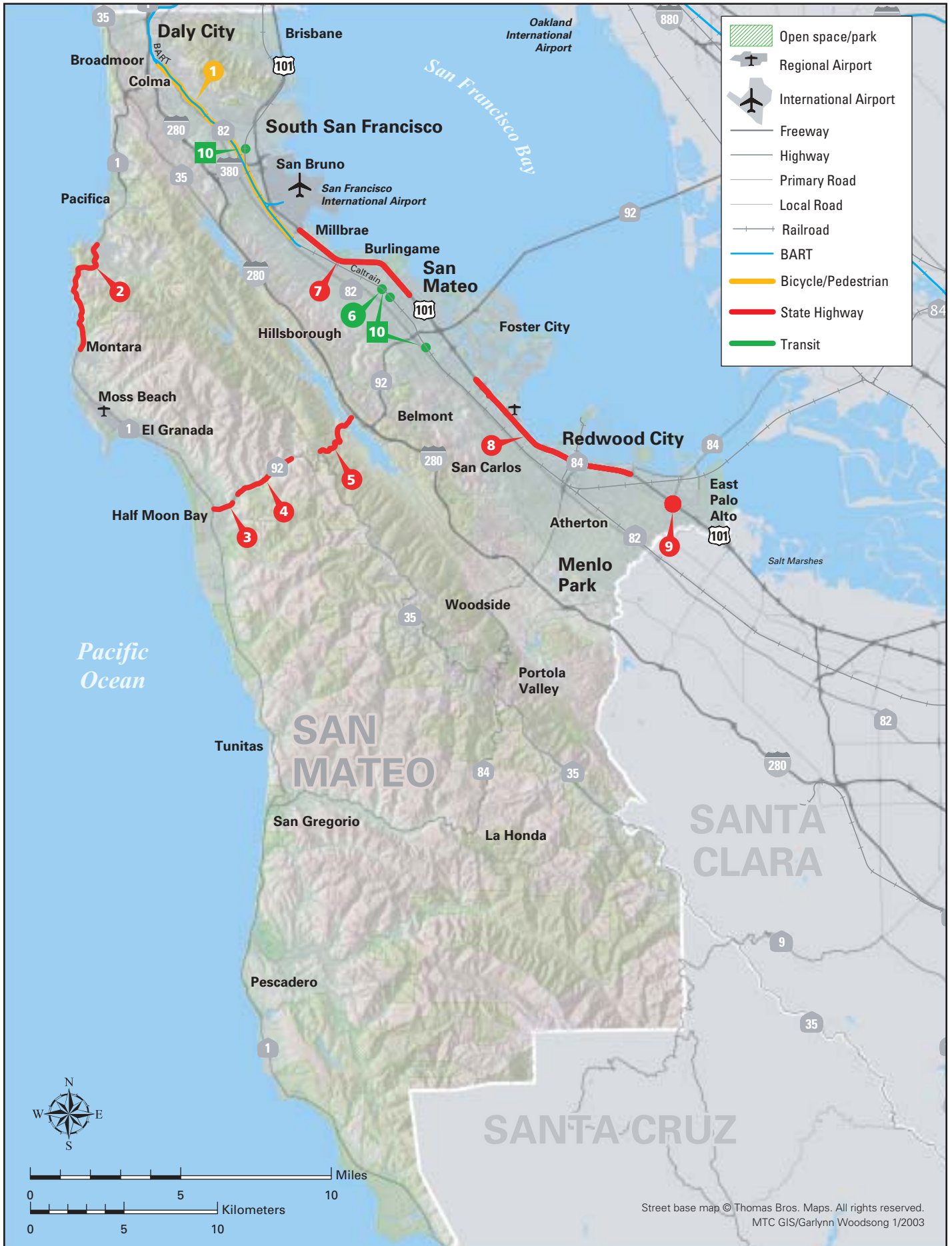
- 1 BART-SFO Extension
Bicycle/Pedestrian Path
STIP Funds: \$2,120,000
- 2 Devil's Slide Bypass
STIP Funds: \$1,500,000
- 3 Route 92 Widening in Half Moon Bay
STIP Funds: \$3,843,000
- 4 Route 92 Shoulder Widening and Curve Correction
STIP Funds: \$2,619,000
- 5 Route 92 Truck Climbing Lane
STIP Funds: \$13,325,000
- 6 Tilton-Poplar Grade Separation
STIP Funds: \$8,485,000
- 7 U.S. Highway 101 Auxiliary Lane From Third Avenue to Millbrae
STIP Funds: \$42,630,000
- 8 U.S. Highway 101 Auxiliary Lane and Landscaping From Marsh Road to Ralston Avenue
STIP Funds: \$19,641,000
- 9 U.S. Highway 101 – Willow Road Interchange Reconstruction
STIP Funds: \$11,990,000

Proposition 42 Traffic Congestion Relief Program (TCRP)

Caltrain Express and Upgrades
TCRP Funds: \$58,000,000
(not mapped)

- 10 Caltrain Peninsula Corridor Grade Separations at Linden, Poplar and 25th avenues
TCRP Funds: \$15,000,000





Santa Clara County

Project Funding at Risk

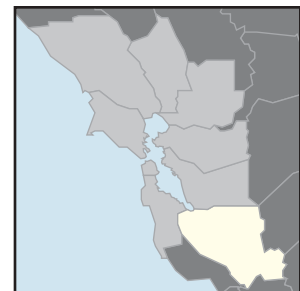
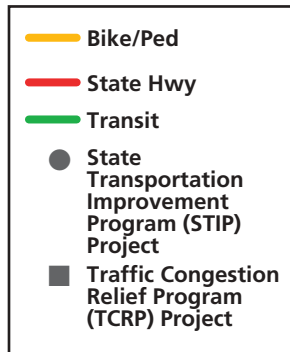
State Transportation Improvement Program (STIP)

- 1 Borregas Avenue Bicycle/Pedestrian Bridges Over U.S. Highway 101 and Route 237
STIP Funds: \$3,700,000
- 2 Caltrain San Jose to Santa Clara – Fourth Main Track
STIP Funds: \$17,900,000
- 3 I-280 Soundwall – Bird Avenue to Los Gatos
STIP Funds: \$3,575,000
- 4 I-680 Northbound Soundwall – Mabury to Penitencia Creek
STIP Funds: \$741,000
- 5 I-680 Soundwalls – Capitol Expressway to Mueller
STIP Funds: \$3,552,000
- 6 I-680 Sunol Grade – HOV Lane From Route 84 to Route 237
STIP Funds: \$11,107,000
- 7 I-880/Coleman Avenue Interchange Reconstruction (funded through STIP GARVEE bonds)
STIP Funds: \$55,500,000
- 8 I-880 Soundwalls – I-280 to Stevens Creek Boulevard
STIP Funds: \$2,377,000
- 9 Route 87 Guadalupe Freeway Corridor Landscaping
STIP Funds: \$4,500,000
- 10 Route 87 HOV Lane – I-280 to Route 85 (funded through STIP GARVEE bonds)
STIP Funds: \$10,800,000
- 11 Route 152 – New Expressway Study
STIP Funds: \$7,000,000
- 12 Route 152 – Passing and Truck Climbing Lanes
STIP Funds: \$4,698,000
- 13 Route 156 Widening and Interchange at Route 152 (Casa de Fruta)
STIP Funds: \$10,000,000
- 14 Route 237/I-880 Interchange Landscaping
STIP Funds: \$1,336,000
- 15 San Tomas Aquino Creek Trail
STIP Funds: \$2,000,000

Proposition 42 Traffic Congestion Relief Program (TCRP)

- 16 BART Extension to San Jose
TCRP Funds: \$738,000,000

Caltrain Express and Upgrades
TCRP Funds: \$58,000,000
(not mapped)
- 17 Caltrain Extension to Gilroy
TCRP Funds: \$48,000,000
- 18 Caltrain Extension to Salinas in Monterey County
TCRP Funds: \$19,000,000
- 19 Capitol Corridor Intercity Rail Improvements – Oakland to San Jose
TCRP Funds: \$24,000,000
- 20 I-680 – Northbound HOV Lane Over Sunol Grade, Milpitas to Route 84
TCRP Funds: \$59,000,000





Solano County

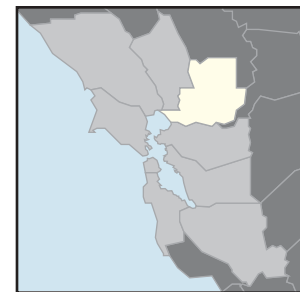
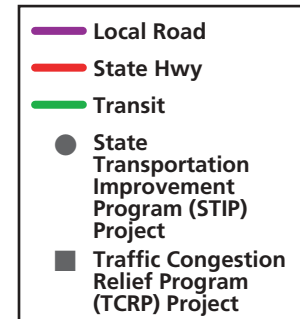
Project Funding at Risk

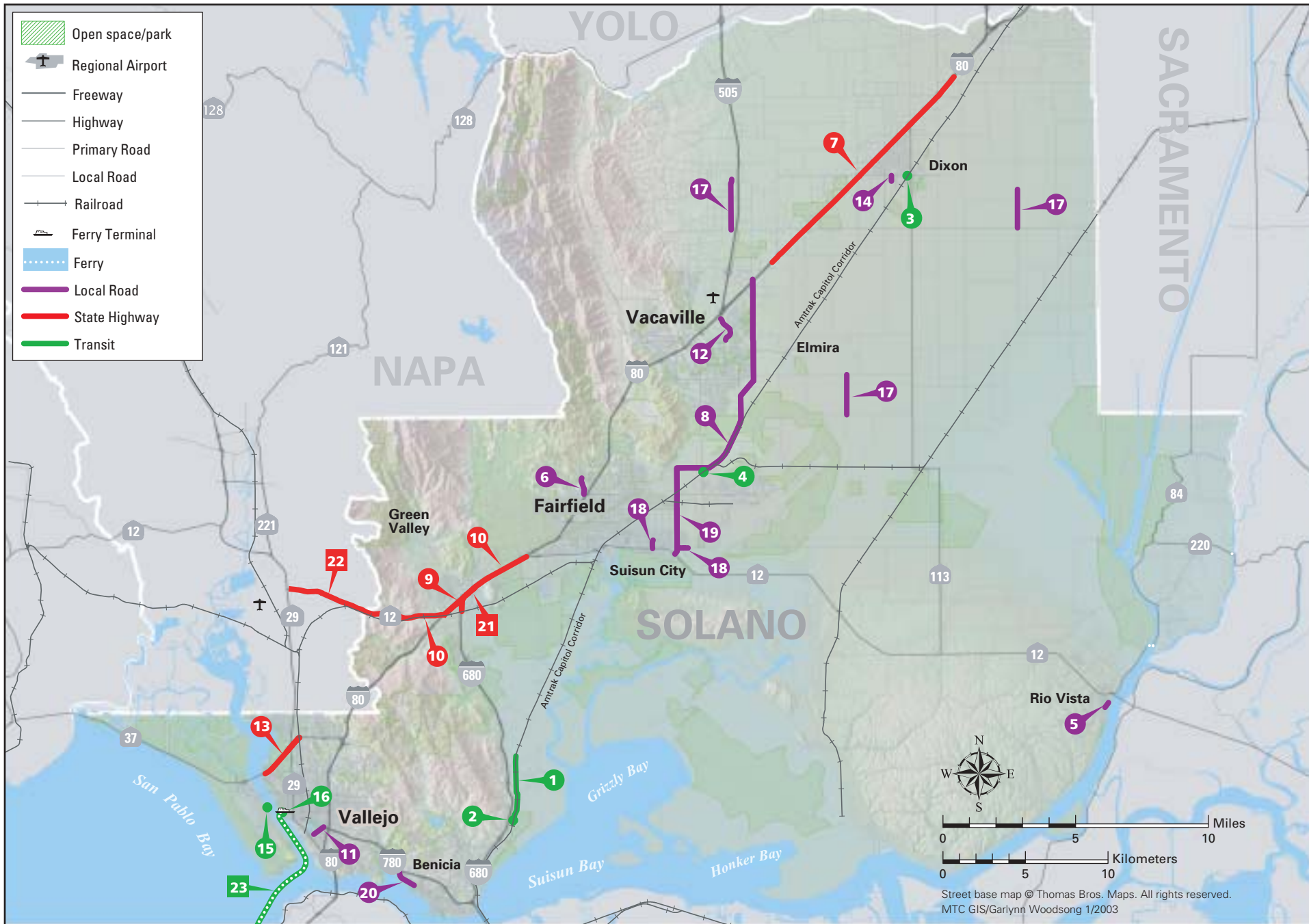
State Transportation Improvement Program (STIP)

- 1 Amtrak Capitol Corridor – Bahia Viaduct Track Upgrade
STIP Funds: \$2,250,000
- 2 Benicia Intermodal Transportation Station
STIP Funds: \$1,325,000
- 3 Dixon Multimodal Transportation Center – Phase 2
STIP Funds: \$400,000
- 4 Fairfield/Vacaville Capitol Corridor Intercity Rail Station
STIP Funds: \$2,250,000
- 5 Front Street Rehabilitation in Rio Vista
STIP Funds: \$74,000
- 6 Hilborn Pavement Improvements in Fairfield
STIP Funds: \$364,000
- 7 I-80 Meridian to Pedrick Widening
STIP Funds: \$9,000,000
- 8 I-80 Reliever Route/Jepson Parkway – Between Route 12 and I-80 on Walters, Vanden and Leisure Town Roads
STIP Funds: \$20,030,000
- 9 I-80/I-680 Cordelia Auxiliary Lanes
STIP Funds: \$4,183,000
- 10 I-80/I-680/Route 12 North Connector – Phase 2
STIP Funds: \$11,735,000
- 11 Lemon Street Rehabilitation in Vallejo
STIP Funds: \$428,000
- 12 Nut Tree Road Resurfacing in Vacaville
STIP Funds: \$342,000
- 13 Route 37 From Napa River to Route 29 – Planting Mitigation
STIP Funds: \$3,474,000
- 14 South Lincoln Street Overlay in Dixon
STIP Funds: \$105,000
- 15 Vallejo Ferry Maintenance Facility
STIP Funds: \$425,000
- 16 Vallejo Intermodal Station – Parking Structure for Baylink Ferry and Bus Facilities
STIP Funds: \$7,300,000
- 17 Various County Roads Overlay
STIP Funds: \$393,000
- 18 Various Streets Pavement Rehabilitation in Suisun City
STIP Funds: \$140,000
- 19 Walters Road Extension and Expansion
STIP Funds: \$3,300,000
- 20 West 'K' Street Overlay in Benicia
STIP Funds: \$154,000

Proposition 42 Traffic Congestion Relief Program (TCRP)

- 21 I-80/I-680/Route 12 Interchange in Fairfield
TCRP Funds: \$9,000,000
- 22 Jameson Canyon Road (Route 12) Widening
TCRP Funds: \$5,000,000
- 23 Vallejo Ferry Service Expansion – Ferry Vessel
TCRP Funds: \$2,000,000





Sonoma County

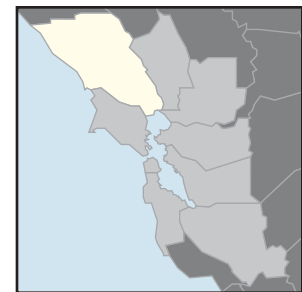
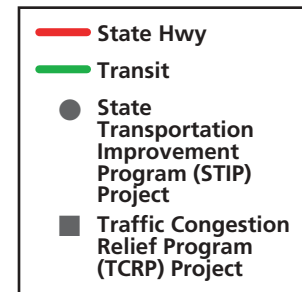
Project Funding at Risk

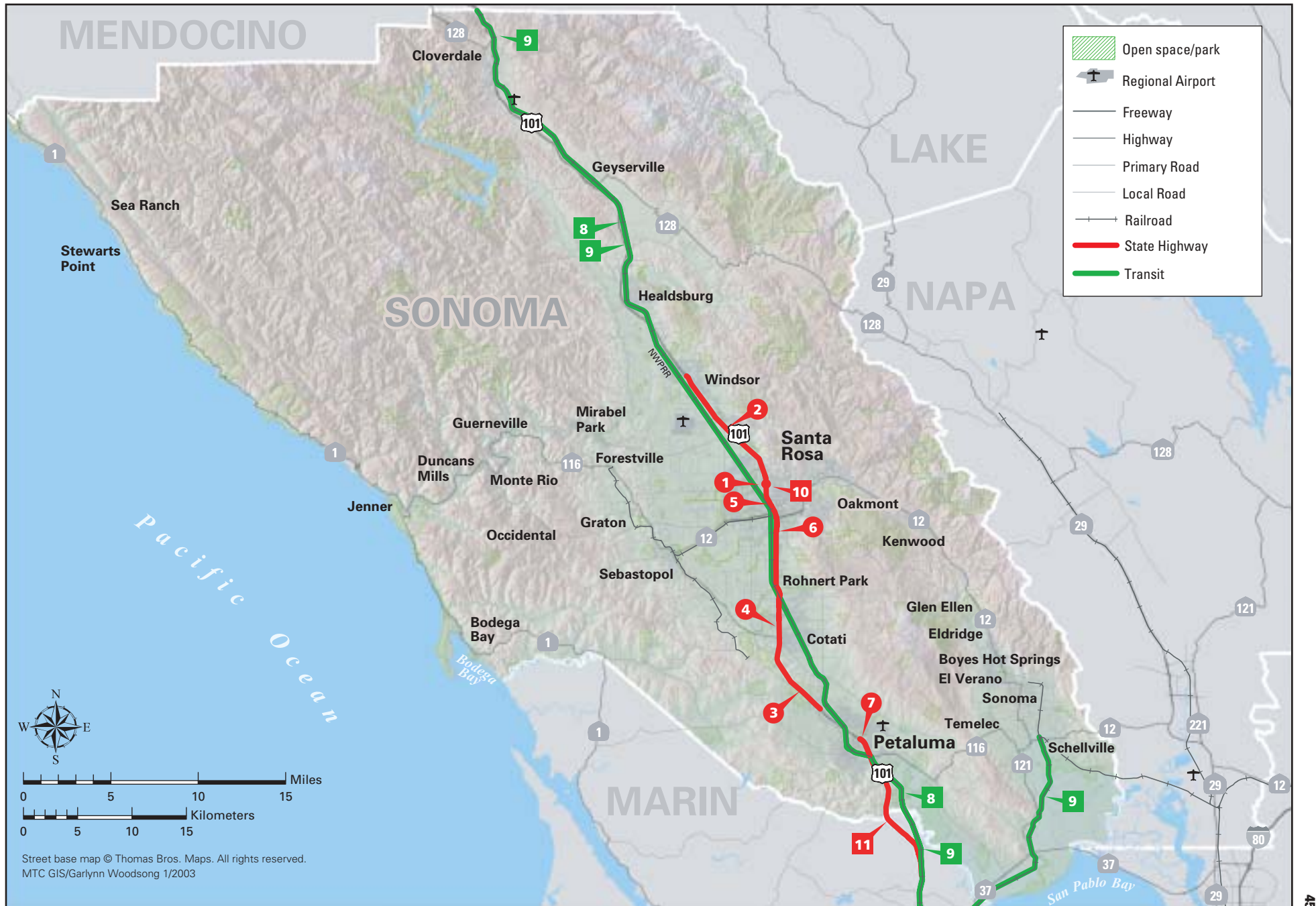
State Transportation Improvement Program (STIP)

- 1 U.S. Highway 101 HOV Lanes – Steele Lane Interchange
STIP Funds: \$15,894,000
- 2 U.S. Highway 101 HOV Lanes From Santa Rosa to Windsor
STIP Funds: \$6,000,000
- 3 U.S. Highway 101 HOV Lanes Between Rohnert Park and Petaluma
STIP Funds: \$6,000,000
- 4 U.S. Highway 101 HOV Lanes and Interchange in Rohnert Park
STIP Funds: \$45,500,000
- 5 U.S. Highway 101 HOV Lanes – Route 12 to Steele Lane
STIP Funds: \$55,600,000
- 6 U.S. Highway 101 HOV Lanes – Wilfred Avenue to Route 12 Soundwall and Plantings
STIP Funds: \$3,646,000
- 7 U.S. Highway 101 – Southbound Auxiliary Lane Route 116 to East Washington
STIP Funds: \$7,000,000

Proposition 42 Traffic Congestion Relief Program (TCRP)

- 8 New Commuter Rail Service – Cloverdale to San Rafael
TCRP Funds: \$35,000,000
- 9 North Coast Railroad Track Repair and Upgrades
TCRP Funds: \$42,000,000
- 10 U.S. Highway 101 HOV Lanes – Steele Lane Interchange
TCRP Funds: \$6,000,000
- 11 U.S. Highway 101 Marin/Sonoma Novato Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway
TCRP Funds: \$20,000,000





Bay Area Partnership Board and MTC Advisory Committees

Transit Operators

Alameda-Contra Costa Transit District (AC Transit)

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Sonoma County

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Caltrans District 4

BIJAN SARTIPI 510.286.5900

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Federal Highway Administration, California Division

GARY HAMBY 916.498.5014

Federal Transit Administration, Region 9

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MTC Advisory Committees

MTC Advisory Council

DOUG SHOEMAKER, CHAIR

MTC Elderly and Disabled Advisory Committee

BRUCE OKA, CHAIR

MTC Minority Citizens Advisory Committee

FRANK GALLO, CHAIR

Graphic design: Michele Stone

Cover design: Peter Beeler (topographic relief map of California by Garlynn Woodsong)

Front cover photographs (*clockwise from upper left*): Alameda ferry - Peter Beeler; BART at SFO station - BART; AC Transit bus - AC Transit; Carquinez Bridge construction and opening day - Bill Hall, Caltrans; I-80 traffic congestion - Caltrans; Rendering of East Palo Alto apartments - MTC Transportation for Livable Communities program; Muni trolley - Peter Beeler; Participant at Richmond meeting - Therese Knudsen.

Maps: Peter Beeler, David Cooper and Garlynn Woodsong



**METROPOLITAN
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